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EUGENE V. DEBS, . . . *Editor and Manager.*

EIGHTEEN HUNDRED AND NINETY.

"Oh Time! thou beautifier of the dead,—
Adornor of the ruin—comforter
And only healer when the heart hath bled—
Time! the corrector when our judgments err,
The test of truth, love—sole philosopher."

—Byron.

"Time, the tomb-builder, holds his fierce career,
Dark, stern and pitiless."

—Prentice.

"The greatest schemes that human wit can forge,
Or bold ambition dares to put in practice,
Depend upon our husbanding a moment."

—Rowe.

Byron makes Time a "philosopher," Prentice makes him a "tomb-builder," and Rowe makes the "schemes" and "ambitions" of men, dependent upon "husbanding a moment." Of them all, Rowe is the most practical. The real question is, not what Time is, or what it can do, but rather, what we can make it do, or, perhaps, more properly, what can we do with Time?

The year 1890 is here. The almanacs have declared it, and the bells welcomed his com-

ing. Instead of the question "What are you going to do about it?" we inquire, what are you going to do with 1890? What use will you make of him, or it? Does some one answer "What's the use of fooling with the new year? He is like all his predecessors, a "tomb-builder," and he will go right along building tombs, as other years have done." But, the fact is, Time isn't constantly engaged in building tombs. He builds many other things. He is something more than a funeral director. Some people seem to think that Time built the universe, its suns and systems. Be this as it may, it required time to build them, and it is held that the work of building worlds is still progressing. But we are not disposed to be fanciful. Time is to some "dark, stern and pitiless," because he condones no mistakes; he exacts penalties and sees to it that they are paid. Therefore, the fewer mistakes men make, the better it is for them.

The year of our Lord, 1890, will confer upon the members of our great Brotherhood many opportunities to better their condition. In saying this, we do not make a mistake. It is the record of all the years since God planted his garden, eastward in Eden, and made Adam a horticulturist. Men complain because they have not been favored with opportunities to advance their welfare. Shakespeare said—

"There is a tide in the affairs of men,

That, taken at the flood, leads to fortune;

Omitted, all the voyage of their life

Is bound in shallows and in miseries."

"The trouble is, not that men do not have opportunities, but that they do not avail themselves of them,—permit them to pass

unutilized. There is no mistake about the "tide;" it comes,—the opportunity appears. The demand is, vigilance; without it, the "tide" is not taken "at the flood," the opportunity is not seized, and hence the complainings.

During 1890, as the flood tide sweeps by, many men will be in the "swim," and will be borne on to fortune. The opportunity will be grasped by those who realize the fact that

"The means that heaven yields must be embraced,
And not neglected; else, if heaven would,
And we will not, heaven's offers we refuse."

And having refused them, or neglected them, croakings, complainings are futile. Time will not stop to listen. He will inexorably pass sentence, inflict the penalty, and from his decrees there is no appeal. If a man will be idle when he should work, the mildest penalty is rags and hunger. The list of penalties could be indefinitely extended, and those who read, may at their leisure, fill up the blanks.

If such things apply to individuals, with equal force they are applicable to organizations of individuals, and hence, to the Brotherhood of Locomotive Firemen. Let us ask if, during the year 1890, Time is to build its tomb? dig its grave? hang crape on the doors of its lodges? When, as living men go by, and note surroundings, shall soliloquize

"Creeping where grim death is seen,
A rare old plant is the Ivy green."

Such is not the conclusion of the *Magazine*. We do not hesitate to believe that during 1890 a flood tide wave is to sweep along ready to bear the Brotherhood on "to fortune," and in so far as the *Magazine* is concerned, we propose to be on the alert and to take the "tide at the flood." All the railroad Brotherhoods, we conclude, will be watching for the tide. In fancy we see them camped along the banks of the stream, and mark you, the Brotherhood of Firemen, and the Brotherhoods with which it is federated, will be the first in the swim, and it will do beholders good to see

"Our bonny boats with yielding sway,
Rock gently on the tide."

No flag at half-mast, no cry of distress, life-boats all ably commanded, ready for whirl-

pools and rapids, and the open sea, destined for the port of Fortune, however winds may blow.

Is that fanciful writing? Is not our Brotherhood a ship, as was the "Union" in the splendid fancy of Longfellow? Does not federation make it a Union ship? May we not quote Longfellow, and apply his thrilling words to our Union ship? May we not say,

"Sail on, O Union, strong and great."

And add,

"Our Brotherhood, with all its fears,
With all its hopes of future years,
Is hanging breathless on thy fate?"

May not Brotherhood firemen exclaim, as they look upon their ship,

"We know what Master laid thy keel,
What workmen wrought thy ribs of steel,
Who made each mast, and sail, and rope.
What anvils rang, what hammers beat,
In what a forge and what a heat,
Were shaped the anchors of our hope."

Thousands of Brotherhood firemen are to-day asking themselves, what has 1890 in store for our Brotherhood? They survey their sturdy ship; they recount her voyages, the storms she has encountered. Storm-tried sailors are these veterans; bronzed and battle-scarred. With the contempt that a lion views a mouse, they turn away from men who croak and scheme and plot, and contemplating the symmetry, strength and beauty of their ship, shout—

"Sail on, nor fear to breast the sea!
Our hearts, our hopes, are all with thee."

And she is going to "sail on" in spite of the cowardice and croakings of some, or the seditious plots of others.

The Brotherhood of Locomotive Firemen, during 1890, will have opportunities to increase its strength and its influence, which it will neither neglect nor underestimate.

The *Magazine*, the official organ of the Order, in a spirit of fidelity to principles and loyalty to authority, will, during all the months of 1890, champion the interests of the Brotherhood of Locomotive Firemen.

Scorning tyranny, arrogance, duplicity, sneaks and knaves, it will defend the Brotherhood when attacked and maintain its honor, welfare and good name, as it has ability, and in any sense, that the flag of the Brotherhood may be intrusted to our keep-

ing. It shall not be trailed in the dirt, nor be hauled down, and never will it fly more defiantly than in the time of battle, and in the thickest of the fight.

On the first day of the new year, the *Locomotive Firemen's Magazine* will appear in a new dress, out and out. Its pages will be set in new type, and its new cover, will make it a *chef d'œuvre* of the printing art.

By steady advances, the *Magazine* has secured a front place in the list of organized labor publications. It is in demand by men of the highest ability, not only in the ranks of labor, but men who are accredited statesmen and philanthropists.

Pusillanimous men of the Austin Corbin type will be excoriated as they deserve, and men, employers, who treat employés with the consideration due American citizens, will find the *Magazine* prompt and prudent in its acknowledgments.

Labor organizations will find in the *Magazine* an earnest friend, ready and willing to help as opportunities offer, and the principle of federation will have no more devoted advocate. And if such things mean taking the "tide" which "leads to fortune," then, indeed, will the *Magazine*, with the Brotherhood of which it is the organ, reach the goal.

What more? This. During 1890, there will be multiplied opportunities for members of our Brotherhood to banish enmities and cultivate friendship, to bestow charities, to speak kind words and help the unfortunate. There will be brothers to bury, widows to console and orphans to help. Only the strong can lead the infirm and lift up the fallen. As opportunities come to do good, to exhibit courage, to champion the right and strike down the wrong, let us embrace them, and 1890, when he makes his report, will not fail to give credit where credit is due. Time is autocratic, and inexorable, but he is honest and truthful; he may be a "beautifier of the dead," but he gives the living opportunities to build and beautify homes, to build character and reputation, that defies even his corroding breath and destroying teeth.

We welcome 1890 as we have welcomed some of his distinguished predecessors, possibly with more than usual *éclat*, for among the events that are to come during his reign will be the Second Biennial Convention of

our Brotherhood. It is to be a notable opportunity for the Brotherhood to deliberate for the good of the Order. And, in closing this article, freighted with New Year greetings to all, we can do our brothers no greater service than by inviting them to renew with us their pledges of fealty to our Brotherhood. This done, we need not fear the summons that sooner or later must come to all, and with duty done, when it comes, we may hope, unappalled, to wrap the drapery of our couch about us and lie down to pleasant dreams.

CHICAGO AND THE WORLD'S FAIR IN 1892.

The *Locomotive Firemen's Magazine* votes "early and often" for Chicago as the site for Christopher Columbus World's Fair, A. D., 1892.

Just why the western world has permitted four hundred years to come and go before appropriately celebrating an event that makes hyperbole blush because it can't do the subject justice, is something that even a Chicago newspaper has not yet explained, and we are inclined to be of some service to the press of that great city in a matter that is confessedly of no little importance.

In this connection it is not required to be particular in reciting history relating to the birth, education and exploits of Christopher Columbus. He was a man who had the courage of conviction. He believed in going west far more than Horace Greeley ever did. He was a path-finder on the pathless sea; a hustler from way back, who, were he alive to-day wouldn't linger in any of the old towns on the Atlantic coast, but would be found, we are satisfied, a citizen of Chicago, where there is probably more energy, more enterprise, more of the get up and go than can be found in any city on any continent or island in the world—just the kind of a city, just the sort of people that would have challenged the admiration of such a restless spirit as Columbus possessed, where every third man is a Ferdinand and every second woman an Isabella. If in all Europe there had been such a city as Chicago, Columbus would not have been detained a week in arranging for his voyage

of discovery. The cash would have been supplied and the fleet would have sailed eight or ten years before it did cut loose from its moorings in the harbor of Palos, and the vessels would have been much larger, too.

It occurs to us as quite probable that the grand celebration of the 1492 event which made the great American Republic, the pan American Congress, the revolution in Brazil, the city of Chicago—to say nothing of some minor achievements—possible, has been postponed four centuries to permit the star of empire to move west, to develop the wonderful resources of the Republic and to give Chicago opportunities to distance all rivalry in the way of growth, and to be accepted as preëminently the right place to hold the 1892 World's Fair.

Manifestly, the greatest blessing secured to the human family by the discovery of the western half of the world by Columbus, was the establishment of the Republic of the United States of America. Upon this branch of the subject we could write much more than we have space to print, but it does seem prudent to say, all things considered, that the only country on the face of the earth to properly celebrate the 400th anniversary of the discovery of America is the United States of America. We regard that much as settled. It is also conceded that the proper thing to do is to hold a World's Fair, or Exposition. That question is also settled and out of the way. The only other question now up for discussion, is, where shall this grand celebration be held? As we have remarked we vote "early and often" for Chicago, and just here we desire to say our vote is based on the present, if not the "eternal fitness of things."

We are advised that numerous great buildings, requiring the expenditure of millions for their construction, must be erected. Chicago will raise the money. Those who remember how, some years ago, she got up out of the ashes in a way to make the old Phoenix bird blind with envy, would stake their last dollar that Chicago will solve the money problem. Indeed, Chicago has already solved the problem.

We are told that the Government of the United States will be required to make an

appropriation to aid in making the celebration something more than a success, something worthy of the wealth, prosperity and wide domain of the Republic, worthy of the intelligence and liberality of 65,000,000 of free and independent people. The appropriation will be made, and in making it Congress will designate the place where the money shall be expended. Already the counting of votes has begun, and in the final vote we believe Chicago will bear off the prize. Why? Because she has more friends in and out of Congress than any other candidate. The geographical position of Chicago helps her. The Central States, Northwestern States, States west of the Mississippi river, are for Chicago. California, Oregon and Washington are for Chicago, The South is for Chicago, most of it, and these States will cast more votes for Chicago than for any other city. Such is our judgment and conviction, and time will determine whether or not we are mistaken.

But we are not done with the subject. It were needless to say that cities contending for the great prize are influenced by pecuniary considerations, the winner will be immensely benefitted, directly and indirectly, but there are 60,000,000 of people outside of these cities who have a right to be heard, and who will be heard through their representatives in Congress. They care little about local ambitions and prejudices. They want this World's Exposition held where the largest number of the American people can witness it with the least possible expense, with the least possible sacrifice of time and money. Now, we ask our readers to consult the map of the Republic. It will be observed that the city of New York is on the extreme eastern boundary, while Chicago is central, or approximately central, and this centrality is of incalculable importance to millions of people. The city of New York is in no sense as convenient to the people of the United States—the great bulk of them—as Chicago, nor is it a city as distinctly American as Chicago. If it has more wealth it has less enterprise. It puts forth the claim of being a seaport with a splendid harbor, and insists that European countries will not care to send their wares inland a thousand miles to an International

Exposition. Europe makes no protest of that sort, and when European exhibitors note the highways that converge upon Chicago they will not hesitate to ship their exhibits to the great central metropolis of the country with a population of more than one million. Besides, Europeans want to see the great west; its mighty rivers and inland seas. They know all about New York, and in visiting Chicago they will have grander conceptions of our country, its resources and its progress than can be witnessed elsewhere on the continent.

Moreover, we would have the World's Great Exposition at Chicago because we would have it where the greatest possible number of workmen would be able to witness the triumphs of labor, of skill and invention. European kings and queens, autocrats and titled dukes will have nothing to exhibit. It will be a workingman's Exposition throughout, and it should be called The World's Workingmen's Exposition, and if the 12th day of October, 1892, is to be the day fixed for starting the wheels in motion, we would have a workingman touch the key; not a lawyer, not a doctor, nor a millionaire, not some National or State official, but a workingman, the representative of the men who will have fashioned and built the buildings, the machinery, and whose skilled and unskilled work made the Exposition possible. Should this be done, this very rational thing, Chicago might become a city to which the eyes of workmen throughout the world would turn with feelings akin to those with which the followers of Mohammed regard the sacred city of Mecca.

THE REPUBLIC OF BRAZIL.

The readers of the *Magazine* who read the papers need not be told that the Empire of Brazil no longer exists, and that a Republic has taken its place in the family of nations. But it does not follow that the *Magazine* should be silent in regard to an event which is well calculated to make Kings and Emperors, together with titled dignitaries of less consequence realize that the "divine-right"-to-rule-sham, has few more winning cards to play, and that the time is rapidly approaching when, by the fiat of the people, the entire brood and breed, will be required

to step down and out, and fortunate will it be for them if they go like Dom Pedro, late Emperor of Brazil, with their heads on their shoulders.

Brazil has an immense territory. The United States and territories exclusive of Alaska, contain 3,057,407 square miles, while Brazil contains 3,430,000 square miles. The United States, with Alaska, contains 3,574,791 square miles, or 144,791 square miles more than Brazil. Russia in Europe, contains 2,115,000 square miles and China proper, 1,419,978 square miles, hence, it is seen that Brazil may claim to be the largest Republic in the world—and larger by many thousand square miles than either Russia or China. The total area of South America is only 7,202,459 square miles and Brazil embraces 927,541 square miles more than one half of that continent. The population of Brazil is probably about 15,000,000; the latest census makes it about 12,000,000. Except a small area in the extreme southern portion, Brazil is within the tropics—in the torrid zone—and necessarily enjoys a warm climate. It is claimed that Brazil was discovered January 20th, 1500, or 390 years ago. The country has been in the hands of the Dutch, the English, the French and the Portuguese, finally remaining in possession of the latter. In 1825 Brazil declared its independence of Portugal, and in 1831, Dom Pedro II, then a boy 5 years old became the rightful heir to the throne, and at the age of 15 years began his reign. As such things go, his reign was prosperous. Everybody has a kind word for Dom Pedro. The drift of events was against him. The American idea north or south is against kingly rule. There were nine Republics in South America, and their influence was such as to make imperialism in Brazil untenable—and now, with the exception of three small colonies, the entire continent is under the sway of Republics.

The population of Brazil is not the kind to rush things *a la* the great North American Republic. The Brazileiros, or native Brazilians, born of Portuguese parents, are said to be indolent, inheriting the peculiarities of idleness and inertness of their progenitors. The early Portuguese settlers intermixed with the Indian women, then the

negroes came, and another mixed breed resulted, and these mixed breeds have intermixed, and now the population consists of Portuguese, Mulattoes, mamelucas—White and Indian, Cufuzo—Indian and Negro, Curiboco—Cufuzo and Negro, Xiboro—Cufuzo and Negro. The 2,000,000 slaves are now all free, and if such a population can be transformed suddenly into valuable citizens of a Republic, then indeed, may it be said, that the age of miracles has been revived. But Brazil has concluded to try it on, and the change, without special commotion, would indicate that the Brazilians have the courage of conviction, and Dom Pedro, by quietly abdicating gave high proof of statesmanship. Too old to do much fighting in any cause, he was powerless to resist events, and wisely took his title and cash and left for some country to spend the remnant of his days in quiet, befitting his years. A scholar and a philosopher, a student and a devotee of science, he is far better off than in attempting to maintain a rickety throne. There are now no crowned heads on this side of the Atlantic; no kingly sceptres; neither throne nor crown. The "divine right" to rule, has gone, to appear no more forever.

The far seeing men of Europe say that within fifty years, every country in Europe will be a Republic, including Russia and Turkey. Manifestly England is thinking in that line. Victoria can't live forever. The Prince of Wales is said to be already an old man. The next in line is the Prince of Cuffs and Collars, and it is already decided that he don't fill the bill. In Germany, if occasion offers—and it may offer when old Bismarck hands in his checks—Emperor William may find it advisable to go a gunning for other game than men who have resolved to be free. Even old Spain hears the tramp of coming events and may at any time declare for a Republic. What do such movements teach the workingmen of the United States? In this boasted land of freedom are there not places where men rule with a more despotic sway than ever characterized the reign of Dom Pedro of Brazil? In the United States, where workingmen have the ballot, they are subjected to degrading curses such as Dom Pedro never in-

flicted. When will such autocrats abdicate? It will be when workingmen have the courage to decree by the omnipotence of the ballot, that the laws of the land shall no longer tolerate such robbers.

THE KNIGHTS OF LABOR AND THE FARMERS.

Never more distinctly have coming events cast their shadows athwart the pathways of thoughtful men, than at present. The uprising of the toiler and the tax-payer is phenomenal. The declaration that "history repeats itself" is not more trite than true. But the unrest that now pervades the ranks of workingmen in the United States is a new departure. Men will seek in vain for its parallel in the past. We do not mean to be understood that the present is the beginning of agitation on the part of workingmen to better their condition. That is an old story. It began before the dawn of the present century. We apprehend that some seed was sown in the far away days, when history was scarcely better than fable. It may suit some people to trace the growth and development of ideas that have led up to the present condition of things, but our purpose at this writing is to deal with current events, and point out as best we may, their logical sequences.

We are called upon to witness now, as never before in the history of nations, organization of workingmen. Labor in all of its departments is organizing, and as time goes by it is noticeable that these organizations exhibit a steadily increasing intelligence. Purposes are more sharply defined, methods are characterized by more wisdom and tact. There is a more acute discernment of the end in view. There is larger intellectual grasp, and the promise of ultimately securing redress for wrongs could scarcely be more flattering.

In this work of organization for bettering conditions, the farmers of the United States have become conspicuously prominent. They have felt the oppression of trusts, syndicates, combinations and monopolies, which acting under the sanction of law and a corrupt judiciary, promise at no distant day to wreck them and reduce them to the condition of serfs.

In the first place the farmers, organized what was called the "National Grange." Then came the "Farmers' Alliance." Following this was the "Farmers' Union," and then came the "Agricultural Wheel." At one time the "National Grange" had thirty-two States in line, with 20,000 subordinate granges and a membership of 800,000. It now has a membership of about 200,000. There is another farmers' organization known as the "Farmers' Mutual Benefit Association." These various organizations having a membership of above 1,000,000 federated in the city of St. Louis in December last. That they should have done this was logical. Acting separately they could accomplish little; together they are strong. Federation means harmonious action. If there are bad laws, it means their repeal. If there are vicious, corrupt law-makers it means their retracy to private life. If there are corrupt judges, it means that in due time they shall be stripped of their ermined robes and be removed to obscurity. This farmers' movement means that a large majority of the "4,500,000 farmers" of the country will become members of the "Farmers' Alliance" for the purpose of bettering their condition.

It is not required that we should set forth more particularly the objects the "Farmers' Alliance" has in view, but this may be said that the supreme idea is to fight monopolies and secure for themselves their rightful share in the profits of their products, and in this, they are at once in harmony with every toiler in the land.

Taking this view of the subject it is not only not surprising, but rather in consonance with the logic of common sense that at St. Louis there should have been an alliance formed between the Farmers' Alliance and the great Order of the Knights of Labor. What more natural than that the food producers, and the food consumers should act in harmony. The Knights of Labor and all workmen regardless of name or occupation, demand honest law-makers and righteous laws. All toilers are opposed to combinations by which labor is robbed and oppressed and degraded, and the federation of the Knights of Labor with the Farmers' Alliance has cheering significance. It means the coming together of

men who seek the highest welfare of society. It means the triumph of the right. It means the furling of factional battle-flags. It means the federation of all the organizations of workmen. Federation is the shibboleth of workmen. The signs of the times are encouraging. The trend of the mind-forces of the country is in the right direction. The demand is work, watch and wait.

WE see it stated that an important point has been decided in the Eighth District Court of New York. President Morrison, of the National Progressive Carpet Weavers' Union, brought suit in behalf of a female weaver in a silk mill for wages withheld as a fine for damaging goods. The Judge decided for the plaintiff, holding that an employer had no right to confiscate any employes, no matter how incompetent, and that his sole remedy was in a discharge. Such decisions indicate pretty clearly that justice is not quite dead in this country.

A PAPER whose editor is an observing man, is led to remark that "a great many acquire \$2.00 worth of pomposity and arrogance with a \$100 public office." The pompous, arrogant officials, or more properly "bosses," are sometimes seen along the tracks of said railroads--and when they become numerous, that particular road usually loses money and goes into the hands of a Receiver.

THE Philadelphia & Reading Railroad, the Devil-fish of the Anthracite coal regions, it is charged has fraudulent possession of coal lands valued at \$20,000,000. The charge is doubtless true. It is doubtful if it has honest possession of any property, and it is well known that its debts are more than four times in excess of its assets.

THE Pennsylvania Railroad is prospering and has recently ordered 5,000 cars in addition to its present rolling stock which will cost \$3,000,000.

THE Locomotive works at Altoona, belonging to the Pennsylvania R. R., have the capacity to turn out 500 locomotives a year.

Kindness.

"A word in kindness spoken,
A motion or a tear,
Can heal a heart that' broken
And make a friend sincere."

KINDNESS is one of the purest traits that finds a place in the human heart. It gives us friends wherever we may chance to wander. Whether we dwell with the savage tribes, or with civilized races. Its influence never ceases. Started once, it flows onward like the little mountain rivulet, in a pure and increasing stream. To show kindness it is not necessary to give large sums of money or to perform some wonderful deed. Kindness makes sunshine wherever it goes. It finds its way into the hidden chambers of the heart, and brings forth golden treasures which harshness would have sealed up forever. It is the water of Lethe to the laborer, who straightway forgets his weariness borne of the burdens and heat of the day. Kindness is the real law of life; the link that connects earth with heaven; the true philosopher's stone, wherewith we purchase contentment, peace, and love. Would you live in the remembrance of others after you shall have passed away? Write your name on the tablets of their hearts by acts of kindness, love and mercy. We should not permit ease or indulgence to contract our affection and wrap us up in a selfish enjoyment; but we should accustom ourselves to think of the distress of others, and how to best relieve them. Kindness is the very principle of love, an emanation of the heart, it encourages us all in our intercourse with our fellowmen. Kindness does not consist in gifts, but in generosity of spirit. Men may give their money and withhold their kindness; but the kindness of true sympathy is never without beneficial results. How easy it is for one benevolent man to diffuse pleasure around him, and how truly is one fond heart a fountain of gladness, making everything in its vicinity to freshen into smiles. In the intercourse of social life it is by little acts of watchful kindness recurring daily and hourly—it is by words by gestures, by looks that affection is won. He who neglects these trifles, yet boasts that whenever a great sacrifice is called for he shall be ready to make it, will rarely be loved. The likelihood is he will he will not make it, and if he does, it will be much rather for his own sake than for his neighbor's.

Little kindnesses are great ones. They drive away sadness and cheer up the soul beyond all common appreciation. They are centers of influence over others which may accomplish much good. When such kindnesses are administered in time of need they are like "Apples of gold in pictures of silver," and will long be remembered. A

word of kindness in a desperate strait is as welcome as the smile of an angel, and a helpful hand-grasp is worth a hundred fold its cost, for it may have rescued for all future the manhood of a man. Good and worthy conduct may meet with an unworthy or ungrateful return; but the absence of gratitude on the part of the receiver cannot destroy the self-approbation which recompenses the giver. Could they but know the inward peace which requites the giver for a kindly act, even though coldly received by the one to be benefitted, they would not hesitate to let the kindly feelings have free expression. Kindly efforts are not lost. Some of them will fall upon good ground and return a hundred fold; they will bear fruits of happiness in the bosom from whence they spring. The noblest revenge we can take upon our enemies is to do them a kindness. To return malice for malice and injury for injury will afford but temporary gratification, and our enemies will only be the more bitter against us. But to take the first opportunity of showing how superior we are to them by doing them a kindness, or by rendering them a service, is the nobler way; the sting of reproach will enter deeply into their souls, while unto us our triumph will be rendered complete. A more glorious victory cannot be gained. It speaks words of comfort to the despondent, urged on by a benevolent heart it loves to cheer, console and invigorate the man of sorrow. Kind words do not cost much. They never blister the tongue or lips and no mental trouble ever arises from them. Words of kindness fitly spoken are both precious and beautiful; they are worth much and cost but little. Kind words are like the breath of the dew upon the tender plant, falling gently upon the drooping heart, refreshing its withered tendrils and soothing its woes. And when the heart is sad and, like a broken harp, the chords of pleasure cease to vibrate, how acceptable then are kind words from others. Kind words are like jewels in the heart, never to be forgotten, but to cheer by their memory a long and sad life. While cruel words are like darts in the bosom, leaving scars that will be borne to the grave by their victim. Speak kindly at all times; it encourages the downcast, cheers the sorrowing, and awakens the erring to an earnest resolve to do better, and gives them strength to keep them. Always leave home with kind words; for they may be the last. Kind words! What are they? They are a healing balm to the wounded heart. When the soul is overwhelmed with sorrow, and when hope's brightest prospects are withered, they are a fertile spot in life's desert. When the heart is burdened with the ills of life how soon a few kind words will diminish that burden! They are more valuable to the

friendless and afflicted and by them more highly prized than the most costly gems that ever decked a monarch's brow. Kind words to the angry, for a "soft answer turneth away wrath, but grievous words stir up anger." Kind words to the aged; for they have endured enough of life's ills; they will sink past scenes into the soft, peaceful lap of forgetfulness. Kind words to children; for they will cause a smile so full of joy and gratitude that it will lighten their faces like a sunbeam. Kind words for all! for they will cost nothing but what they will bountifully repay. For they are like a spring of water on a hillside—spreading beauty around, nourishing the beautiful flowers of friendship and love, causing them to grow and expand their foliage, imparting their fragrance to all around till transplanted to a heavenly clime, where they will bloom in perpetual vigor and unfading beauty forever.

Old Reliable.

The Eternal Fitness of Things.

THOSE who think with reasoning judgment can always know that there exists, apparent to all minds an eternal fitness of things; that in order to do our part in the social sphere without undue violence matters must be conducted according to this eternal manner of doing that which is right.

As firemen, we take place and assume duties with an object—first, of making a living, or earning enough of the wherewith to enable us to support self and family with at least the necessities of life, and as many of the luxuries as taste and means may warrant.

Are we always to remain firemen? Or are we to be simply time servers in light of gaining our daily bread, and caring not whether the morrow, calling us to advance in line of promotion, finds us wholly unfitted for the new field?

Better by far to remain where duties fitted to our energies, or lack of energy, than advance into a field where proper talents must be exercised or failure stamps all efforts, past and present.

Of all men the most interesting to contemplate are those who (wallow as crocodiles catching flies,) feeling that the world owes them a living, regardless of the total lack of energy or effort to earn all that may be received. In either illustration the most active member displayed seems a combination of tongue and jaw. We know that there are thousands of young men—and elderly ones, too, for that matter—daily seeking the right path and wishing to learn all pertaining to the eternal fitness of things. In this matter, look the world over and we find but few masters and untold thousands of students seeking the proper knowledge. We are all learning, and be the craniums covered with hair whitened by age and care,

or standing out, illustrating the electricity and energy of youth, daily experience sheds its harvest of facts, seasoned with learning or knowledge gained.

We have seers in our midst, as of old men who, with acute mental vision and a bright gift of nature, at once grasp the principles of truth and right and unfold the same in all enhancing attraction to the student world.

Such talent also abounds within the secret confines of the councils of organization, and plays its part in a God-fearing manner, ever counseling wisdom and moderation, and always discerning the eternal fitness of things.

We also find the false prophets, laboring along loaded down with deluded fancies and misguided conceptions of facts, only exceeded in degree by the ardor of their enthusiasm. The diversity of human talent and never ending friction, constantly manifesting its presence in daily contact with people and conditions, renders a common ground necessary for agreement and consideration in protecting at least the rights and privileges of the majority.

Herein we must consider the eternal fitness of things. Show me a successful fireman in all that the term implies. Watch him at work on his engine. If he is blessed with a reliable engineer and a good engine we may watch every movement and note each action compelling a desirable result. He does not put coal in the fire box simply because there is a supply on hand and a fire box to receive it. The successful fireman's mind on duty at once must encompass the likely condition and amount of water in the locomotive boiler, must know just what effect the last scoop full of coal may have exerted on the body of water in the boiler. His views must be modified by the action, or probable action, of the engineer in feeding water to the boiler and using the product of the water and fuel in form of steam. The fireman's mind, to insure successful work, must encompass all conditions pertaining to the engine, the common or probable practices of the engineer, coupled with an idea of the weight of the train hauled, and the condition of grades and roadbed, with stops and varying circumstances taken into consideration. Of course it takes brains to make a successful fireman, and a man with brains and perseverance enough to make a successful fireman is bound to make a successful engineer.

The eternal fitness of things demand that all matters be conducted with as little friction as possible. You can never find a successfully working machine in form of a locomotive, or otherwise, giving good results unless all parts fitted with an intelligent plan in fitting and metal used, with a view toward avoiding friction and insuring harmony and smooth work.

The fireman who desires successful results to follow honest effort must bear this principle in mind, and aim to practice it in line of duty and daily life: never force anything, but accomplish a purpose with the least possible force consistent with attaining proper results.

You will never find a competent mechanic forcing a piece of work together with an idea that it may prove all right. The nicely adjusted bearings, fitted at all points with an idea of accommodating opposing parts, will go in direction of successful work, while all haphazard work will eventually return to condemn the loose methods of those responsible for them. In mechanic, or fireman, or engineer the principle is the same. Honest methods insure honest work—honest effort gains its ultimate reward as surely as night follows day.

The machines constructed according to principles of mechanical law are not unlike the controlling influences in daily life. The great unwritten, but ever potent, laws bear down with unerring precision, and woe be to all who run against the inevitable.

As employes of the railroad companies or citizens of a common country, our duty should be in harmony with the well-being of self and the requirements of the common good.

As citizens of a common country, as part of the people who make the laws, we are subject to our own direction. The railroads are subject to the laws of the country, hence subject to the requirements of a majority of the people.

The law for hanging in event of murder was instituted because the majority of mankind object to being murdered, and we may depend on it that whatever else may be directed against the welfare of the majority shall find a similar penalty.

The great unwritten laws, standing ever for the will of the majority, superior to all else, and bringing forth in detail the magnificent machine of public opinion, can be depended on always for exercising proper judgment and insuring wholesome justice.

Never so far forget the eternal fitness of things that the comfort of the majority should be disturbed simply to insure disaster to the minority.

J. E. Phelan.

A Roodhouse Sermon.

BY REV. EMERY POLISHER, DEE, DEE.

MY brethren, I'm going to preach to you to-day under 140 pounds pressure, dry steam and an open throttle. I'm loaded for ba'r, coyotes and wild cats. Come right up front, my brethren, and don't be hanging about the door, so you can slip out when the hat goes round for dues and assessments. A brother who won't pay, may be likened to a railroad company that don't supply its

engineers with oil to keep their machines in running order. Such corporations go to the everlasting bow wows.

The congregation will now sing that beautiful hymn found on page 342, composed by that spiritually minded poet and brother, Shandy Maguire, or some other singing evangelist:

"I want to be a fireman and with the firemen stand,
I want to be a fireman with lots of pluck and sand,
I'm going to be promoted, and the boys must understand.

I'll stick to my Brotherhood when the throttle's in my hand."

"I want to be a fireman, whose courage will not flicker,

I want to be a fireman, nor croaker nor a kicker,

I want to be a fireman, who never touches liquor,

A fireman of the Brotherhood known to be a stickler."

"Oh yes, I am a fireman, who is not color-blind;

Oh yes, I am a fireman who will not lag behind,

I'll keep up with the procession, and I'll get there,

Ell.

And when the breezes blow, then my banner shall fly."

Let us pray. "O thou Great M. M., wilt thou deign to deal justly with the boys under Your exalted command? Wilt thou reward merit, and temper all thy edicts with mercy, make the lay-offs and suspensions short, and turn a deaf ear to spies and spotters and sneaks, who rob men of their good name with as little compunction as a nigger robs a chicken coop or a vagabond dog sucks eggs? O thou great M. M., wilt thou everlastingly sit down on scabs, and seek to exact labor, so that workmen may have three square meals every day, good clothes, and decent shelter? O thou great M. M., wilt thou sometimes remember that thou too art an employe, that thou too art human, that thou too will be required to hand in thy checks and retire to where the woodbine twineth, and the whangdoodle mourneth? If thou doest rightly thou wilt have a harp, instead of a horse-fiddle, have a crown instead of a second-hand old tile, and sing like a mocking-bird instead of croaking like a tree toad throughout all the cycles of eternity.

My brethren: You will please sing on page 216, the song beginning—

"The federate train is on the rail.

Hurrah, Hurrah.

'Twill reach the station without fail.

Hurrah, Hurrah.

Victory is the station's name.

The watchword is "fair play."

The signal lights are burning bright

And we've got the right of way,

Hurrah, Hurrah.

My brethren, the next thing in order is the text. I could preach without a text,

but texts are fashionable. Some folks don't catch on without a text. It don't make much difference where the text comes from so it has some common sense in it. Sometimes one word answers the purpose. Suppose, my brethren, I should tell you my text is "Stand?" Not stand still like a post, nor stand around like a tramp, but stand firm, stand your ground, don't flicker nor waver, nor retreat, back out, nor back down, but stand like a brave man to your convictions. Stand by your rights, stand by the truth, by justice. Men who stand are the world's heroes. The men who crawfish, who abandon lodge and brotherhood, and obligations, are the world's nincompoops.

Suppose, my brethren, I tell you my text is "Stickability?" A great many persons lack stickability. Initiate them, put the regalia of the Order on them, and they will cavort around for a while, and in a short time they are gone. They didn't stick. Like a damaged postage stamp, they had no adhesive qualities. They are the men who are afflicted with sore toes, sore eyes and sore heads, or they are troubled with wind-colic. They don't stick. Stickability isn't in their make-up, but they have what is called gullibility, and could easily be made to believe that the bark of a dog could be made to tan its hide; or that grasshopper hops are just the thing for making beer. When such a man is dead his epitaph should be—

"Here lies a man who had no stickability.
He has gone where, in all probability,
Furnace fires are kept going with natural gas,
And tanks of ice water are unpleasantly scarce."

Suppose, my brethren, I tell you my text is: "If ye have faith as a grain of mustard seed you shall remove mountains."

There is a little more of it but I've got enough for my purpose. The world generally reverses the proposition. Men sigh and pray for faith as big as a mountain, that they may remove a mustard seed. That class of men go on sighing and praying all their days but they don't remove anything. They bump against a gopher hill and think it is Pike's Peak, or Mount St. Elias, or Chimborazo. If they had faith in their legs as a grain of mustard seed, they would step over it, or they would take a spade and level it down. An African sand crab has so much faith in itself, that it will go once a year to the sea coast, if it has to climb the mountains of the moon, or leave its shell on the way to bear testimony to its indomitable perseverance. A man who has faith in himself will have faith in any cause he espouses. He will have faith in his fellow man. The men who founded the Brotherhood of Locomotive Firemen, had faith in themselves, and the men who have carried forward the Brotherhood until it covers the

continent, had faith in themselves, and they have removed mountains, or have gone over them. I tell you, my brethren, that some men's minds are like a jungle—pathless, without a clearing, briars, thorns, vines, weeds, brush, where there is no clearing for the sunlight of truth, and the men haven't faith enough in themselves to clear up as much as would grow a butter bean or a morning glory. There are others whose minds are like localities where pathways lead to chasms and precipices, and their possessors are forever standing and shivering on their brinks. There are others whose minds are filled with bogs and fogs and frogs. They haven't faith in themselves nor in others, nor in anything. They grope, they hesitate, they shrink and shudder.

"The shirt-tail of progress they straddle and holler whoa.

They are never ready to board the train when the signal is "go."

And faith, as a mountain would be of no avail,

To men, who, were the world a pig, would want to be its tail.

Brother Cylinder Head will please take up a collection for the heathen, in the benighted land of Pennsylvania, while the congregation sing the missionary song on page 76—

"From every cab and roundhouse, from the center to the sea—

Of our country, where our starry flag proclaims that men are free.

Let the redeeming shout go forth, that freemen yet will rule—

When Corbin makes a workingman wear collars like a mule.

My brethren, the occasion has been pleasant to me. I feel it is good to be here. I may come again. Feel of yourselves often and see if you can stand. See if you have stickability, and note particularly, if your faith in the conquering power of organized and federated labor is as big as a grain of mustard seed. Now please sing our doxology:

I'm a Brotherhood man.

And don't you forget it.

I'm a Brotherhood man,

And I don't regret it.

I'm a Brotherhood man.

And I'm going to stay.

Because, do you see?

I'm built that way.

JOHN ALEXANDER, in the *Locomotive Engineer*, remarks that "Judas Iscariot was a detective, and the class that do the dirty work in strike times are very much like him—only worse. Judas, however, committed suicide—if I was a detective I should "go and do likewise," and those who employ detectives, the Judas Iscariots of the period, should also commit suicide.

Federation.

THE annual conventions of all railway labor organizations are over, and now, of all times, is there food for reflection for minds that think, and men that attempt to peer into the future and portray the destiny of the working masses. The Engineers' Convention, at Denver, discussed Federation in all its details, and eventually decided that the assistance of some other organizations was necessary, but my object at this time is to show the necessity of a still broader view.

For the purpose of illustration let us go back a few years in the history of the now famous Reading railway.

Before Austin Corbin's well laid schemes were well under way, the Reading employes were thoroughly organized and in a position to believe that they could demand and obtain justice. The issue finally came, and with it disastrous defeat to the men. In that struggle the Brotherhood of Locomotive Engineers saw fit to assist in the defeat of the Knights of Labor, and as might be expected, those same engineers are today the cringing, crawling slaves of their former colleagues in infamy. Most of them have renounced their organization at the command of the tyrant Corbin, but some, still baser than others, have hidden their honored badges and become double-dyed traitors, false to their Order, and also to their Master. Was there ever a better demonstration of the fact that all labor must work hand in hand to combat the combined power of soulless and tyrannical capitalists?

But instead of this, labor organizations quarrel among themselves as to who shall be mightiest, while railway magnates laugh and grow fat at the expense of both, or all, as in the case of Corbin.

Labor journals and societies howl and gnash their teeth over the fact that rich men have established in this free land a moneyed aristocracy or caste, and yet, with the unblushing inconsistency so common to the producers of wealth, they nourish in their midst this same demon of caste, the one thing that has been in all ages and nations the battle club of tyranny, and, consequently, the forerunner of downfall and ruin.

At the recent convention of the B. of L. E. at Denver, that august body once more declared that they are far above the level of the K. of L. Once more has the pitiful, but ruling minority of that organization declared themselves an exclusive and unique aristocracy in the laboring world. Let P. M. Arthur beware of the day when the worm turns upon its arrogant oppressor, when the hosts of the Knights shall meet him in battle array.

Not only does the warning apply to the

B. of L. E., but to three other great organizations that have become parties to a federation known as the "Supreme Council," that effectually shuts the doors on the K. of L. I am not, kind reader, a member of the Knights of Labor, but am simply trying to prove what should be a self-evident fact, that any class of men who are necessary to complete the working force of a great combination of capital, is certainly absolutely indispensable to complete the thorough organization of labor in an effort to maintain right and justice against tyranny and oppression. Those knowing the difference between an "axiom and an ax-handle" fully appreciate:

First, That all honest workingmen are equal regardless of the salary earned or the kind of labor performed.

Second, That in numbers there is strength if good generals are in command.

Third, that organization and federation is the only rational method of gaining this numerical strength and transforming it from a lawless mob into a powerful and well disciplined army.

The Knights of Labor have done a noble work in this direction. Their governing purpose has been and is now to organize all of the vast army of unorganized, to bring within reach of one controlling voice the multitudes of labor, both exalted and lowly, and to inspire all men alike with the noble purpose evolved in that grandest of all precepts, "An injury to one is the concern of all." The curse of all labor movements and of all strikes has been the unemployed and the unorganized. Earnestly and fearlessly have the K. of L. labored to remove both these dangers and by so doing make success more possible for other labor unions.

What has any organization in *train service* done to exalt them above the machinist or day laborer? Then why this ostracism? Simply because the demon of caste whispers, "I am better than thou." Surely not because federation with the Knights of Labor means *strike*, when the very fact of thorough and perfect federation entirely wipes out the possibility of a strike, or at least reduces it to the minimum. Why? Because railway managers will despair of using one organization with which to defeat another and consequently will lend a willing ear to fair and just proposals.

One great argument against federation with the K. of L. is that they are not organized in many places. Why are they not? On the Reading and the great Southwest systems they have been wiped out of existence by either the antagonistic or neutral attitude of other organizations. On many other systems of railways the argus-eyed officials fear them and are ever on the alert to crush in its incipency any attempt at organization.

But could this organization come in under

a glorious banner of Federation, protected and upheld in their efforts by all other railway Orders, how eagerly would they push forward in organization, openly and fearlessly, while the railway managers would stand aghast, realizing that the days of tyranny were over and that the workmen had learned the lesson of gigantic combination only too well, and would henceforth move forward to victory and freedom with one unbroken front. Is this anticipating the millenium? No; only hoping for the time when men, in whose anatomical make-up the brains were forgotten, shall be silenced and hissed into oblivion by intelligent and progressive minds.

The weak and cowardly in our ranks say that this scheme is too big for us to handle. In this age of gigantic schemes, trusts and combinations we must either keep up with the times or submit to be swept away in the never-ceasing current. We are, and always will be, in a terrible whirlpool of strife, caused by the tireless efforts of capital to pull wages down, and of labor to force them up, and if in this strife labor is worsted, we must admit it is a fault of the brains and not the muscle, for it is clearly a fact that the Creator must be more powerful than the created, consequently, as in the ranks of labor is found that magnificent force that builds nations and makes capital, so by the exercise of that creative force can they destroy one and control the other.

When railway corporations seek to defraud their employes or the public at large, they bury all differences of opinion and form pools and combines. When workmen wish to obtain justice at the hands of employers, they quarrel and fight among themselves, and like the two little boys, they hold each other while the master whips them both. Behold the spectacle and blush for shame, all ye workers.

Until this accursed sentiment of caste is forever crushed from our midst, we are slaves of the very power that we create, and until all labor organizations extend to all co-laborers the hand of everlasting friendship, organization is a farce and eternal defeat and humiliation will be our reward.

Frank Walton.

POCATELLO, IDAHO.

When a member of the San Francisco Brewers' organization wear Chinese made shoes, he is fined \$5.00. Cheap enough.

The Union Pacific railroad is immensely practical, when it offers any passenger on any train \$2,000, that will shoot a train robber. We wonder that some remarkably good shots are travelling over that road for the purpose of securing the money. The offer makes the train robber better game than buffalo.

THE *Laster* is out in a strong article for the abolishment of the poll tax iniquity, which exists in Massachusetts, not by constitutional right, but by a power usurped by the legislature of that state. This tax is \$2.00, and no man in Massachusetts is permitted to vote until he pays the tax. "Thus," says the *Laster*: "In Massachusetts the right to vote, the prerogative of a free man depends not upon the fundamental law of the constitution, but upon an annually recurring act of the legislature, laying a particular tax in a particular way." It has been held, and the miserable lie still has its advocates, that unless a poor man pays a poll tax, he pays no taxes at all, and it is assumed that only those who pay direct taxes, have any interest whatever in the welfare of society—the welfare of the state. "This argument," says the *Laster*, "is not true," as the demagogues who advance it well know. As well might they say that the duty upon every pound of tea imported into this country comes out of the importer's pocket. True, he pays the duty but he charges that duty to his customer. The retailer passes the burden along to the consumer who pays that and all taxes—so if a street is to be paved, a school built, a town lighted, the rich property holder may pay the bill, but it is the user of the street, school and gas who pays him back again with interest and in increased prices for food, clothing and rent. The consumer may be rich or poor. All men are consumers, and all men pay taxes direct or indirect and it may be safely believed that the shrewd trader or professional man does not pay more than his share. This is how he gets and keeps his riches. Let the workmen demand the right of suffrage independent of taxes and take steps to abolish the shameful power which sells their liberty every year at \$2.00 a head." The demand for the abolishment of such laws is well nigh invincible and workmen are waking up to the fact, and the *Laster* well says that "the only way to get labor laws passed is to show our legislators that we mean business. Our legislative committee should pick out such laws as they think will benefit the organization, if passed, and send a list of the same to each local union. If a committee from each local union would wait on the senator and representative from their district with such a list, he would think twice before he would vote against them." If workmen could once be made to understand their power when organized, and acting as a unit, they would, before the country celebrates the 400th anniversary of the discovery of America, have every unrighteous statute that does injustice to them wiped from the statute books of the country.

"Count that day whose low descending sun views from thy hand no worthy action done."

the wheel, the original of which was made by the Baldwin Locomotive Works, from which the pattern and castings were made by the Yale and Towne Manufacturing Co., 15 North Sixth street, Philadelphia. I have been favored with some castings before the "Bower Barff" rustless process has been applied; they are almost as fine as many works of art in bronze. After this process has been applied they assume a beautiful blue-black color, which gives an artistic tone and effect. Mr. Stanley M. Goodwin, General Manager of the Lehigh Valley railroad, says he has a piece of iron so treated which has been lying on his window-sill, exposed to storms for four years past, and yet, so far as he can see, it is as perfect and as free from rust as the day he placed it there.

The illustration is of a Baldwin standard "sixty-six inch driving wheel, one sixteenth natural size, scale, three-fourths of an inch to one foot, twenty-four inches stroke," and is the *exact size* to scale of the "locomotive driving wheel paper weights," which you have, and referred to. The use to which these may be put, is, that for a very reasonable sum, any fireman, engineer or mechanic desiring to build a model locomotive could use them as a commencement, and then they would be very useful to illustrate and demonstrate questions which may come up in these columns and discussed in Lodge rooms; if for this last named purpose, then they should be rustless-coated, if for machine work purposes then I prefer them uncoated.

ANSWERING 'W. L.' SLIPPING DRIVING WHEELS ON DOWN GRADE.

MR. EDITOR:—Why does a locomotive slip on a down grade without the use of steam? I am firing a Baldwin engine on a night express and very frequently this occurs, and so much so that the air has to be used to check the speed of the train before she stops slipping. Having never before heard of an engine doing this I would like to be enlightened by some of the contributors to the *Magazine*. Fraternally, W. L. Hudson, Ohio.—*Magazine*, October 1889, page 887.

The question is, "Why does a locomotive slip on a down grade?" If the question had been put, "Why don't she slip on a down grade?" then the question would have been fairly raised, for from what I shall say and quote, there are two sides to this question. From my standpoint I do not see how she can do otherwise, and that point I feel sure I shall maintain, after running the gauntlet and batteries of "Vulcan," "Vacuum," "Rauch," "Amboy Division," "Tucker" and my first and very good-natured opponent, "Eccentric."

In January, 1877, I first began to write on this question, and in five articles previous to May of the same year, having given four to

five years of study, off and on, to the question previous to the date named, the ground I then took I shall now try to maintain.

In 1877, May 1st, on the French Northern Railway, certain tests were made. M. Rabeuf made a communication to the French Academy of Sciences on these, stating that he had investigated a series of facts which led him to consider that sliding was a *phenomenon* much more general and *complex* than is generally supposed." In this test we had "a velocity of the coupled wheels of three hundred and three turns per minute," while "the actual rotation was three hundred and sixty turns in the same period. They slid, therefore, on the track, and hence the velocity of translation should have been over seventy-five miles per hour, when, in fact, it was only sixty-two."

"It averages, therefore, 20 per cent., so that its suppression, if possible, would result in considerable economy in consumption of fuel and wear and tear of rails and ties."

M. Rabeuf, in 1877, finds a slipping *phenomenon*, "complex and general," based on *tests* and "*facts*," and "assigns no cause for the *phenomenon*," and so reports to the French Academy of Sciences. For fuller data in this connection see *Magazine*, May 1887, see pages, 269 to 272, and June, 1887, pages 339 to 342.

I have always contended that when the counter-balance as shown, was at its upward limit, and just changing an upward *lift* to a downward *throw*, that this action "*by centrifugal lift and tangential throw*" would lift the driver from the rail, or at least ease its traction on the rail for an instant, and this, among other causes produce slipping. To me this is no "*phenomenon*," and my reasoning in relation thereto is only "*common sense*."

In February, 1881, "Engineer of Tests Cloud," of Pennsylvania railroad shops, Altoona, Pa., in his "Shocks on Railway Bridges," uses this language. Page 2, he says: "The speed is assumed at fifty miles per hour, and one revolution is considered commencing when the engine on right side is on first quarter; that is when the counter-weight on the same side is in its highest position. The curve "A" shows the boundary of the vertical components of the centrifugal force of 300 pounds additional counter-weight at a radius of twelve inches for one wheel on the right side of the locomotive, these components being laid down on a scale of one inch equals 3,200 pounds, from the line of normal pressure, below or above, according as they are directed upward or downward, and so *diminish or increase* the load of the wheel upon the rail. * * * *

Page 3. "It is needless to add that, for other speeds, this will increase or decrease with the squares of the speed, and, at sixty miles per hour, it will be 44 per cent. greater."

Page 5. "Good practice" keeps the counter-weight as low as possible, but on express locomotives the disturbances here shown frequently occur at each main wheel and rear wheel respectively at the same time. For each main wheel this is an increase of weight on the rail of 8,350 pounds above the statical weight frequently figured on in designing structures, and this increase is followed by a decrease below the normal of 4,250 lbs., making a variation of 12,600 lbs. which at 50 miles per hour, is repeated $4\frac{1}{2}$ times per second.

Page 5. "For each rear wheel it is an increase of weight upon the rail of 6,260 pounds, followed by a decrease of the same amount, making a variation of 12,520 lbs. $4\frac{1}{2}$ times per second at the same speed, and these variations on one rail are synchronous; i. e., are going through the same phase at the same time." * * *

NOTE.—*The class of locomotives to which Mr. Cloud here refers is class B, Pennsylvania R. R., No. 1 on the list named in the illustration, as shown within the counter-balance lines.*

Following this subject in the order of dates, we come to our own "Vulcan," who is astute and able, and he is as able as he is astute. We find him in a criticism in November Magazine, 1889, page 976, "*Slipping without using steam*," saying "as it ever takes power to overcome the adhesion, * * * he asks for further particulars in regard to his (W. L.'s) unique experience."

On this question, which is a most important one, I have to thank "W. L." for asking the attention of the Brotherhood thereto, and crave your kindly indulgence for the length at which I am treating it.

At the meeting of the Western Railway Club, held at the Phoenix Building, Chicago, October 15, 1889, President John Hickey, Manager L. S. & W. R. R. in the chair, the following interesting discussion relating to the slipping of locomotive driving wheels took place, when the subject of "Mr. Barnes' paper on Compound Locomotives" was under discussion. I quote from the *Master Mechanic*, November, 1889, page 193.

The President: "On our American locomotives we have much wear of tire, from what is called the imperceptible slip. I would like to ask Mr. Barnes, if he has any data relative to the wear of tire in compound and simple engines caused by slipping, or whether the fact of compounding has any influence on slipping engines."

Mr. Barnes: "In answer to your question, Mr. President, I would say that as the compound engine has more power at high speed it is probable the tire will wear more, because you will do more work. It is claimed by railway men that tires slip quite as much at high speed as at low speed. Whether this be true or not, I don't know. But if it is so, an increase of cylinder power at high

speed would produce a greater slipping of the wheel. No records have been kept that I am aware of showing the comparative amount of tire wear on simple engines.

Mr. Gibbs, C. M. & St. P.: "I think there should be an advantage in that respect on the part of the compound, for this reason, that the effort of the crank gear of the compound engine is more uniform than on a simple engine. In this way the turning movement is more uniform at the tire, and if the engine is properly designed, I think there is less tendency to slip with the compound than with the simple.

At the same time, the other question, as to design of the simple and compound, is not obviated."

Mr. Barnes: "I think Mr. Gibbs' point is very well taken."

The President: "You mean to say that the motion of the compound is more uniform during the revolution?"

Mr. Barnes: "Yes sir."

The President: "I think that must necessarily follow, and that would cure that part of the perceptible slip. It may also do away with many flat spots next to the crank-pin."

The writer would like to ask President Hickey if the many flat spots next to the crank-pin might not have been caused by the action of the counter-balance as herein illustrated and described?

So far, I have given science and practical experience for the slip of drivers, but I ought not to leave it without giving the tests of the Stevens School of Technology, Hoboken, N. J. Two graduates of that school with the best appliances known to modern science, fitted up a favorite class of Baldwin locomotives, running from Bound Brook to Jersey City on the N. J. Central R. R. known as class "Long Tom," to determine some slipping tests. According to their report there was no slipping of the drivers. It looks as though somebody is wrong—*who is it?*

Referring to the illustration and the imprint thereon within the counter-balance lines:

No. 1 is class B, Pennsylvania Railroad; builders, P. R. R., Altoona, Pa.

No. 2 is New York, New Haven & Hartford Railroad; builder, Baldwin, Philadelphia, Pa.

No. 3 is Philadelphia & Reading Railroad; builder, Baldwin, Philadelphia, Pa.

No. 4 is Atlantic City Line, P. & R. Railroad; builder, Baldwin, Philadelphia, Pa.

No. 4. This is a class of Wootton locomotives; builder, Baldwin, Philadelphia Pa.

No. 4. Known last summer as the *eighty minute fliers*.

No. 5 is class "J. W. Miller," New York, Providence & Boston Shore Line; builders, Rhode Island Locomotive Works, Providence, R. I.

No. 6 is the Strong Locomotive, "A. G. Darwin;" builder, Hinckley Locomotive Works.

These locomotives, saving No. 1, are recent very heavy high class locomotives for high-speed passenger service. A, is the bottom of the wheel in contact with the rail, and as I have heretofore and now contend is at rest.

B is the crank-pin hole, C the axle-hole, and D the top; the top portion containing the printed matter is the counter-balance; 1, is the *vertical base line* in both the crank-pin B and axle-hole C; 2 is the *parallel base line*, the dot where these two cross is the center. The arrows indicate the direction of the moving wheel, both of itself, and on and along the rail. Assuming for convenience, and to avoid fractions, that the train is running a mile a minute, then at A, the point in contact with the rail is *at rest*, at B, the *rotating* part, crank-pin, is carrying all *reciprocating* parts, parallel-rod, connecting-rod, cross-head, piston-rod and piston head with their attachments, at thirty miles per hour, these work in combination, reciprocating and rotating. Through the center of C, the speed is sixty miles per hour, while at D, the top is moving 120 miles per hour. A driving wheel 5 feet $8\frac{1}{2}$ inches in diameter, revolves $5\frac{1}{2}$ times in a second at the above speed. The counter-balance being in the average of distance and weight, between the upper limit of the crank-pin and D, about one-half way, is moving at say about 105 miles per hour. B, at its upper limit with all its attachments moving at ninety miles per hour. At this time D being now in contact with the rail, is at rest. The axis of motion being at that point on the rail, what must be the "centrifugal lift and tangential throw" of this lifting and throwing force at D, of from 864, 1,200, 1,268, 1,370, 2,174 and 2,480 lbs. in the counter-balances, and what the *whipping and back-lashing force* at B, with a maximum speed of ninety miles per hour, to a minimum of thirty miles, five and one-tenth times in a second, of these two mighty forces of steam and momentum, at thirty miles per hour for the one, against 105 at the same instant, rotating and reciprocating parts at *thirty* miles, controlled by rotating *only* at 105. Verily if this will not produce driver-slipping, what will? Just ask "Dave Hershey," the best mechanic and locomotive runner on the Philadelphia Division, Pennsylvania R. R. All "the boys" say so, and what they *all* say must be so.

In this connection it may be well to give what I am informed is the correct rule of counter-balancing, this will answer several personal inquiries, and several by letter.

The rule of class B, herein referred to was to counter-balance front and rear driver alike, the present rule is to assume that the

crank-pin on the front driver carries one-half the weight of connecting-rod next the pin, and the cross head the other, in addition it carries one-half of the weight of parallel rod, the additional weight of double sets of brasses and boxes, the extra projection of the crank-pin, to hold this extra load, the rear driver only carries one-half the parallel-rod and one set of boxes. The weight of these parts so carried as shown at B, are estimated, and *eighty-five* (85) per cent. of this estimated weight is carried as shown in the counter-balance. This I understand to be the rule of the well known English engineer Crampton, of 1852; at least he gave it to me as his, as late as 1885, when he was in attendance on the World's Electric Exhibition in Philadelphia. Nos. 1 and 6 fore and rear drivers are balanced by the old rules, the same height in each. Nos. 2 and 5 are counter-balanced according to the Crampton rule. I assume this is a new experience to "W. L.," for he says, "Having never before heard of an engine doing this," this seems strange to me, and I suggest he may have had an over counter-balanced engine, over cylindered by excessively large cylinders, or very high pressure, either one, or all in combination. Won't he please give us all the particulars for further consideration?

Truly yours,

WILLIAM E. LOCKWOOD.

LOCH AERIE, November 18, 1889.

Review of December Magazine.

The December issue of the *Magazine* is at hand, and that brings to mind the fact that our labors for 1889 are closed, and that these lines will be the commencement of another year's work. While some mistakes may have been made in the past, yet we dare to hope that the good resulting to our readers, from the study of this department, will greatly outweigh any possible shortcomings, and leave a handsome balance in favor of the department. Let us, therefore, work on, determined to do what we can in our humble way to make the pages for 1890 even more instructive and interesting than in the past, and thus help on one of the objects of the order as set forth in the preamble, "The elevation to a higher intellectual standing." Not satisfied with the achievements of the past, let us adopt the motto, "Excelsior," and as we climb the slippery heights of knowledge, let us still look up higher, and let our voices unite in a vigorous shout of "Excelsior."

"Eccentric Strap," after a prolonged absence on the other side of the axle has again, "turned up" on the "near side," and brings his train to a stop with a whistle and a shout in the December *Magazine*, and truly glad must all feel to see that "E. S." is still with us in the body, and also in the

spirit of a search for more and more knowledge. "E. S." tells us about the visit of "Westinghouse Instruction Car No. 1" to his locality, and the instruction which Prof. W. J. Hartman and his assistants were enabled to give to the employees of the G. C. & Santa Fé Railway by the use of the appliances provided. No doubt that many other localities will receive the Instruction Car with equal interest, and be benefited by its visit, for it is with the brake about as it was in many instances with the reverse lever—it is known as a fact that in certain positions it will make the locomotive move ahead or back—so with the brake valve handle, in one it applies brake, and in the other releases, but as to the "how and wherefor" a "blissful ignorance" prevails. The Instruction Car will no doubt do its allotted share in "dissipating the fogs" with which the subject is surrounded, and let in the light of true mechanical principles involved in its construction and management; in the meantime, while waiting for the car to come, the next best thing to do is to study the book issued by the Westinghouse Company, which they will send to any one interested enough in the brake to write to them for it. It is true that engravings are not as good to study from as the real machine, but a careful examination of cuts, in room alone and undisturbed, is often better for a student than the bustle and diversion necessarily a part of the more public exhibition of the machine in a car, surrounded by men, some of whom may be deeply in earnest, and others who may be only slightly interested and present more for the fun and novelty than from any intense desire for knowledge.

"POLY" ALIAS "E. S." introduces Prof. Hartman to us as our friend "Poly," who formerly had interesting articles in this department, and who from a position as fireman has worked himself up to engineer, polytechnic assistant, and now instructor in charge of the Westinghouse Instruction Car, thus showing that the avenues to advancement are not shut off to those who have the will to devote themselves to the study and mastery of the mechanical problems connected with their work, as Mr. Hartman did. "E. S." thinks some of our correspondents would have hesitated to enter the discussion of air-brake points had they known that they were opposing Prof. Hartman, but it is to be hoped that in discussing mechanical principles in these columns every correspondent will have the courage to give his convictions, no matter who may oppose; but, of course, it behooves every one to carefully examine the foundation of his convictions and see that they are founded on facts which cannot be denied. Prof. Hartman himself would no doubt rather have the opposition of an

earnest searcher after knowledge than the unquestioning acquiescence of an ignoramus, who accepts everything as so because Prof. Hartman says so, without bothering his brain to see whether it was common sense or correct principle.

TRACTIVE "Fireman" comes from the "Indian Territory" with a query on POWER OF AN traction which bothered him ENGINE. and which gives all hands a chance to do some tall thinking and figuring. "Fireman" says he has tried to calculate the tractive power of his locomotive, but cannot make her pull more than fifty-three 20-ton cars on a level, while she has pulled thirty-nine 20-ton cars up a 60-foot grade at 15 miles per hour. Let us analyze these statements and the figures as given. A nineteen inch piston has an area of $283\frac{1}{2}$ inches, subject to the action of the steam pressure. While the steam pressure on the boiler may be 150 pounds, yet the average pressure must be taken to calculate from, and it will depend on the throttle opening and cut-off what that shall be. Suppose we call it 70 pounds, which is about what may be obtained by a 12-inch cut-off. We would thus have $283\frac{1}{2}$ inches, subject to 70 pounds pressure per inch, or equal to 19,845 pounds on the whole surface. The piston moves 2 feet each way, or 4 feet to each revolution, which equals 79,380 foot pounds for one piston, or 158,760 foot pounds in the two pistons. The 52-inch driver, as given by "Fireman," would be 13.6 feet in circumference, and 158,760 foot pounds, divided by 13.6, would give a tractive force of nearly 11,700 pounds. So if it takes 11 pounds per ton, at 30 miles per hour on a level, the locomotive in question would pull 1,063 tons, equal to fifty-three 20-ton cars, as "Fireman" states. (I must have made a good guess on the average pressure and speed, which "Fireman" does not give, to come out so near alike.)

Now, let us examine the feat "Fireman" says his locomotive performed; that is, haul thirty-nine 20-ton cars up a 60-foot grade. The weight of these cars is 780 tons, which multiplied by the resistance per ton of 30 pounds, and the circumference 13.6, would require 318,240 foot pounds of energy for each revolution of the wheel, but as the pistons travel 8 feet to make a revolution, we divide 318,240 by 8, and find that we would have to have 39,780 pounds of pressure on the piston, or at the rate of a little over 140 pounds to the inch. I suppose it will at once be apparent that a mean effective pressure of 140 pounds cannot be obtained on the piston, with only 150 pounds on the boiler, and it is also apparent that 39,780 pounds far exceeds the adhesive limit, even if the whole 50 tons of "Fireman's" locomotive were on the driving wheels. It must therefore be assumed, that the thirty-nine cars of 20 tons

each were not pulled up the grade by the pull of the locomotive alone, but that they ran up in part by the momentum acquired before reaching said grade, as it is a general practice with all good engineers to approach heavy grades with heavy trains at as good a speed as possible. Perhaps if "Fireman" will review the case, he will find that this was done, and of course accounts for the fact of her "getting over the hill" with a greater load than would seem possible could be done by the actual tractive power and adhesion to be obtained by a locomotive of the dimensions given.

DR. WILSON ON STEAM. Dr. "Wilson" in his second paper does not propose to analyze steam, or its composition, nor how it is made, but how much can be made, and to get at it he *supposes* that we have a 10x16 engine, with 200 revolutions, and *supposes* a boiler 12 feet long and 3 feet in diameter, with a cubic capacity of 146,575 inches, and a *supposed* steam space one-tenth as large, or 14,658 cubic inches. Then he *says*: "Let us say this steam space can be filled in 15 minutes," and asks firemen to test how much steam they can make in a given time, by watching the gauge run up ten or twenty pounds, while standing still. Is this a test? Let the intelligent firemen answer.

CYLINDER CONTENTS. A 10x16 inch cylinder contains 1456.64 cubic inches, as the "Dr." says, and it would take 251,328 cubic inches to fill it half full 400 times during the supposed 200 revolutions, but what does this prove? It simply proves that the "Dr." started with a wrong *suppose* in the problem, by the *supposing* 14,658 cubic inches in 15 minutes as the steam producing capacity of his boiler. Now, let us reverse the figures, and let us see what the boiler has to do to supply the engine. As stated, it would take 251,328 cubic inches of steam for every minute's work, or 3,769,920 cubic inches for 15 minutes' work. Now, Forney's tables, as quoted by "Dr. Wilson," do give 179 as the volume of steam at 140 pounds, as compared with the water from which it was raised, and by this rule we would need 21,061 cubic inches of water every 15 minutes to convert into steam. This is only about one-seventh of the cubic contents of the boiler, and would equal not quite 6 inches deep, with an average of 30 inches in width, and the length of the boiler, for $120 \times 30 \times 16 = 21,600$ cubic inches. Now, let any fireman apply common sense to this, and see whether it holds good. A boiler, as above, with the engine running at 200 revolutions per minute for 15 minutes, would surely lower its water 6 inches in that time, unless more water was forced in, to take the place of that used, and if this is answered in the affirmative, it will upset all the *supposes* of the "Dr." Now, let us come to some-

thing real: Take a locomotive with an 18 inch cylinder and 24 inch stroke, cutting off at 9 inches. Now, as the piston area is $254\frac{1}{2}$ nearly, and is to be followed 9 inches, it would take $(354\frac{1}{2} \times 9) = 2,290$ cubic inches of steam for each end of each cylinder, or 9,160 cubic inches for each revolution of the wheel, which we will say are 5 feet in diameter, and thus would make about 336 revolutions to the mile, and if run at 20 miles per hour would make 112 revolutions per minute. We would thus need $(916 \times 112) = 1,025,920$ cubic inches of steam per minute, which would in its turn require 5,731 cubic inches of water. In a boiler, say 22 feet long, by an average of 43 inches wide at top of water surface, it would take just about a half inch in depth to equal 5,731 cubic inches, for $12 \times 22 = 264$ inches long, and 264 by 43 inches wide equals 11,452 square inches, which multiplied by $\frac{1}{2}$ inch deep $= 5,726$ cubic inches. No fireman or engineer will doubt that he will lose $\frac{1}{2}$ inch of water in running a minute with the supply shut off, so that probably enough has been said to show that "Dr. Wilson's" *supposes* were not warranted by facts, and that steam is generated much faster than his article would lead us to believe, for it is demonstrated daily by the thousands of locomotives, traversing the country in all directions, that they not only generate steam enough to fill the cylinders as often as required, but can even show a "white feather floating from the dome" in token of reserve energy. "Dr. Wilson" decries the *expansive* force of steam, and says it can only expand to $9\frac{1}{2}$ times its bulk, yet it is a matter of doubt whether there is any other substance that possesses a degree of elasticity of even one-half that of steam, and which does as much effective work at so small an *expense*. A locomotive with 18 inch cylinders, 24 inch stroke, 140 pounds boiler, and say a maximum of 120 and a mean effective pressure of 60 pounds on the piston, traveling at the rate of 20 miles per hour, with 5 foot drivers, would show nearly 415 horse-power and a tractive force sufficient to haul 1,052 tons on the level at 20 miles per hour. This is theory, but we see that locomotives can and do haul 100 "coal jimmies," weighing $3\frac{1}{2}$ tons (light) and having a load of 6 tons or over, thus making a train of 950 tons, and with locomotive, making about 1,000 tons, or, they haul 33 gondolas, weighing over 104 tons, and carrying 20 tons, thus bringing the loaded car to 304 or 31 tons, making the train itself over 1,000 tons. With such examples of power, long continued and steadily furnished right along, it is utterly impossible to make any one believe that steam does not possess expansive energy in a high degree, and that a great portion of it is utilized in its passage from the boiler through the cylinders to the air. As the latter part of "Dr. Wilson's" com-

munications deals in *supposed* holes and the *supposed* speed of steam issuing from it, for which no one has found any formulas, and on which even the "Dr." has to guess, it is probably unnecessary to follow up the subject, except to remark that indicator diagrams show no 70 pounds of back pressure, as opposed to the action of the newly admitted steam, and the best refutation for this is found in the trains which are pulled every day as above stated.

I see Friend "Tucker" is still persevering in the effort to have an answer to his questions as put to Mr. Lockwood, but it seems without success, but as Bro. Tucker already knows my opinion, both as expressed in the *Magazine* and by correspondence, it is not necessary for me to go into the subject further.

"Wm Gor" gives an incident in his railroad career, when he was caught with the throttle wide open and unable to shut off. This has happened here a few times, but I was never in the frolic but once while I was still a green fireman. Our throttle lever became disconnected inside the dome, and we were to all intents and purposes dead, with a heavy fire and full steam pressure on. This of course did not make much trouble, as we had just put away our train at the terminus of the road, but of course we were towed around to the shop, and while doing so, I had a good sweat getting out a lot of lump coal, which I had put in the fire-box, as we expected to start on the return trip at once.

Vulcan.

The Starting Force of Horses and Steam.

For work, five men are considered equal to one horse. And a load for a soldier is estimated at thirty pounds; this includes his knapsack, gun, and other accoutrements. And with this load he is considered capable of marching all day. But in starting on the march he could easily take up ninety pounds more and walk off with it, and at each step let a part of this drop away, when, after a short distance, only thirty pounds are left, and this is his constant load. In a former article, I demonstrated that the constant pull for the horse is 150 pounds; but the horse, like the soldier, can start with a much heavier load or pull than he can keep up all day long. Let us say, as with the soldier, he can start four times his constant load; then his starting force is 600 pounds of tension by which he pulls, and after a few steps the load is in motion and it is kept going by one-fourth what it takes to start it, so says "Vulcan;" and I will use as much of his philosophy as I can, and after a while will show him that in part, at least, he is wrong. Let us now examine the starting

force of steam. And to illustrate, we will use "Philadelphian's" 681.6 horse power locomotive, and the work to start a train of cars; and let the steam be 120 pounds to correspond with his 80 pounds in cylinder. To show what a locomotive can start, there should be no slack by either links or springs, but everything taut. Now, in starting, we will use the reserve force, as we did with the soldier and horse, and say that we can have the 120 pounds in the cylinder to start with; for what is to hinder, the locomotive is standing still, the throttle is thrown open, the steam rushes in until the cylinder is filled with steam at boiler pressure, unless the load starts sooner; but you cannot have boiler pressure in the cylinder at any other time. And as the maximum of one cylinder is the full force of the locomotive, therefore, we shall consider only one, for, when one is maximum the other is naught, and the maximum of one acting on a 12 inch lever (the crank) is equivalent to two acting on 6 inch levers. The advantage of two cylinders is, you can never be caught on a dead center, and the steam force remains constant and at the maximum at every point. For, as the push or pull of one diminishes from maximum to naught, the other increases from naught to maximum. Then, if there is 80 pounds pressure in the cylinder when the train is going twenty miles per hour, it averages that constantly for one cylinder only; therefore, "Philadelphian's" example is wrong, for it should not have been multiplied by that little figure 2, because this gives twice as many horses as belong there, even if all the other conditions are correct.

Let us now start, and every pound of force we can get is expressed thus: $283.5 \times 120 = 34,020$ pounds as a pull. If 33,000 pounds is the measure of a horse pull, then the locomotive is a little more than a one horse power. But if we exercise a little common sense and use the force a horse can exert as the measure, we find the locomotive equivalent to 56.7 horses for starting the load. "Vulcan" says the dinagraph shows that it only takes one-fourth as much force to keep the train going and to accelerate the speed to 50 miles per hour at the fifth mile; in other words, a pull of 48 pounds will start a ton, and 12 pounds will produce a speed of 50 miles. Then this engine can start a train of nearly 709 tons if it has 120 pounds of steam in the cylinder. And if "Vulcan's" dinagraph is correct, it only takes 30 pounds of steam in cylinder, or 8,505 pounds, to keep the train going. Now let the speed be that assumed by "Philadelphian," 20 miles per hour, then the piston speed is 496 feet. Now, a pull of 8,505 pounds exerted through a space of 496 feet in one minute's time gives 4,218,480 foot pounds of work, which would be the work of 127.8 horses. But if you take 56.7 horses, let each pull 150 pounds and

travel 496 feet per minute (the piston speed), the foot pounds of work would be the same as above. But while the piston has gone only 496 feet, the train has moved along the track 1,760 feet in one minute, while the horses going 220 feet per minute along the track would require eight minutes to go 1,760 feet; therefore, the steam has done about two and one-fourth times as much work as the 56.7 horses could. But let us refer back to the moving force 8,505 pounds which is to move 709 tons; let us say the locomotive is 59 of those tons, which is nearly one-twelfth, then the load it is to pull is 650 tons, taking 12 pounds of force to the ton, requiring 7,800 pounds of pulling force.

But as the horses furnish their own transportation, we have the whole of the 8,505 pounds to move the train. And as "Vulcan" informs us about 3 pounds per ton is sufficient to keep the load moving at $2\frac{1}{2}$ miles per hour, then the horses could take 2,835 tons; then let the cars average 25 tons each, then the locomotive can haul 25 cars, and the 56.7 horses could haul 109 cars. So you see it is hard to make *your rules* ("Vulcan's") to harmonize. But "Philadelphian" says the steam is always supposed to be two-thirds boiler pressure in the cylinder; then for one minute it would give $11,249,280$ foot pounds of work, and $11,249,280 \div 33,000 = 340.9$ horses; and this is what "Philadelphian" claims to be correct, for I only calculated for one cylinder, while his estimate is on two. But the steam has traveled only only 496 feet, while the load has gone 1,760 feet. But what can 340.9 horses do drawing a load along the rail, with a pull of 150 pounds per horse, going 220 feet per minute? and traveling 1,760 feet, which would require 8 minutes, thus $340.9 \times 150 \times 220 \times 8 = 89,997,600$ foot pounds, just 8 times as much as the steam, and takes 8 times as long; then if the locomotive can haul 25 cars 20 miles per hour, the horses can haul 200 cars $2\frac{1}{2}$ miles per hour, consequently deliver the same amount of freight in a given time. Then to get the horse power of the locomotive, we must divide 340.9 by 8 = 42.6. This cuts the steam down to one-eighth of boiler pressure instead of two-thirds. To illustrate, a man can carry 160 pounds, a boy only 20, but the boy is more active than the man, and can make 8 trips while the man goes one, at the end of one minute or one hour they have both done the same amount of work; then should the boy be estimated at the same horse power as the man? or only one-eighth as much? yet capable of doing the same amount of work, in consequence of quicker motion. Now, we found the starting force of this large engine to be only 56.7 horses. In starting, neither steam nor horses has the benefit of momentum, and suppose the steam and horses

are both doing the same kind of work, moving a train along the rail, the horses have a rate of travel of $2\frac{1}{2}$ miles per hour, the steam 20 miles—8 times as much, consequently 8 times as much momentum to help it along. Therefore, when the train is in motion, the steam is exerting only one-eighth as much force as the horse. Now, if a span of horses can haul a loaded car along the track, then this large engine might haul 20. That the above statements are correct, let any one watch the *feeble efforts* of this large locomotive to start the train it finally pulls with ease after it is in motion. Then, must you not come to the conclusion that 56.7 horses can start as big a load as this large (681.6 horse) locomotive? If so, can you prove that when in motion that the steam exerts any more than 14 horse force of 150 pounds each? This pull must be shown behind the locomotive, and be 16 ounces to the pound. But let us deal fairly with steam, for it has a great name, and that goes a long ways in this world. But he is an old blowhard, and has been loudly tooting his own praise for a long time. And like all others of his class, when it comes to hard work, he makes a big hurrah, and lets others do the work. And prick the swelling monster, and you find nothing but a puff of gas.

Now, the engine under consideration: the two cylinders have a capacity of 13,608 cubic inches, and the generally accepted theory is that the cylinder is filled half full or to the cut-off with steam at nearly boiler pressure, then expands to drive the piston head on to the end of the stroke; then for every revolution it will require 13,608 cubic inches of steam at boiler pressure. And as we have 124 revolutions per minute, the amount of steam required for one minute is $13,608 \times 124 = 1,687,392$ cubic inches. And steam at 120 pounds, for every cubic inch of water you have 212.5 inches of steam; then to make one minute's supply of steam it will require 7,888.4 cubic inches of water, or about 28 gallons, and 84 gallons for every mile, and 1,680 gallons every hour, or nearly 47 barrels of water.

Now, if the boiler is 15 feet long, 4 feet diameter, its capacity is 325,721 cubic inches, and one-fifth of this for steam space is 65,144 cubic inches. But you demand for one minute's use 1,687,392 cubic inches, which is nearly 26 times as much as your store house for steam contains, therefore, your supply on hand can only last the twenty-sixth part of one minute, or about 2.3 seconds. Did you ever make a boiler full of steam in $2\frac{1}{2}$ seconds? Did you ever raise your steam 10 pounds in $2\frac{1}{2}$ seconds? which is only $\frac{1}{18}$ of what you would have to do to keep up a supply. In other words, you would have to raise your steam 10 pounds in about two-tenths (.2) of a second. This you never did, and never can, therefore, you are not using

as much steam as somebody told you you were using.

Again, if the steam is used as claimed, to have one minute's supply on hand would require not only a little dome about the size of a barrel on the top of your boiler, but a *tank 75 feet long and 4 feet diameter*. But your boilers are not built this way. But should you use steam at 155 pounds pressure, it would require 36.37 gallons (or one barrel) of water to make one minute's supply of steam, and 2,182.5 gallons for one hour.

Now, if you use that amount of water and it is all made into steam, you have not more than 30 inches of steam for one inch of water at 120 pounds steam pressure. And to say you get more than this, is like the saloon keeper putting two gallons of whisky in a one gallon jug; this was thought to be a great strain on the jug. But would it not be a great strain on your steam chest to put 26 cubic inches of steam in one inch of space when it already has a strain of 120 pounds, and this would only be one minute's supply.

Then, where do you store your steam? I hear some of you say: "Oh, we use it as we make it." Then you can make it a great deal faster when running than when standing still, can you? "Yes, sir, as the steam is let out it makes room for more, and it generates faster." All right, you are now coming up to a station; the steam is shut off, brakes put on, now you are standing still; the fire is booming but the steam refuses to make, except slowly, because you won't let any escape; but the pressure is nearly to the escaping point at the safety-valve, and the steam rushes out whether you will or no. And from your theory, should now make the faster and keep on blowing off more and more. But, alas! the valve soon closes with a snap, and we have to wait a time before it again opens. What an accommodating thing a steam boiler is. Won't make steam only when you want to use it, and then at once with the same fire can make enormous quantities. Ain't this funny? Now we think it is about time the *Philosophers stand up* and explain how a barrel of water is converted into 212 barrels of steam at 120 pounds pressure in one minute, and get it (the steam) into a 7 barrel space, and can continue to make it for 10 or 15 minutes, and it all goes into this small space and is only crowded 120 pounds to the inch.

We have been talking about cubic inches of steam, and as the gauges are not made that way, but are marked in pounds, let us then look at steam from that standpoint. Let us suppose your steam registers on the gauge 140 pounds; you are stopped, with a good fire, and in one minute you have raised your steam to 150 pounds, that is, 10 pounds in one minute. Then you could make 150 pounds in 15 minutes, consequently you

could have 10 pounds for use every minute. But we are now running 124 revolutions per minute; there are 4 ports on the two cylinders, they are all to be opened every revolution, and $124 \times 4 = 496$ times. Now this 10 pounds of steam have to be divided into 496 parts, which gives about the 200th part of a pound for every time the port is opened.

But let us suppose you use it, as you know you do, because somebody told you that was the way to use it. Then every revolution would require about 30 pounds of your steam pressure, and 5 turns of the drive wheels would require your 150 pounds. Can you supply the demand?

It is very plain to my mind that somebody is wrong. Who will answer my questions and explain the mystery? I have given steam credit for all I can find it worth from pressure, but I think it has another and greater force than pressure if the engines were so constructed as to utilize it. But as I have never known an engine, only to use pressure, I have no suggestions to make. In these papers I have been trying to deal with things as I find them, and not to invent something new. However, I have an invention that showed in a test trial that an engine could be made to do seven times as much work with the same amount of steam, and did three times as much actual work. But I don't know that all the power was utilized. I have done more work with 35 pounds of steam than I could do with 60 pounds without my attachment.

Now let us sum up what we find in steam. You claim to use as a constant pressure as a pull for the engine $283.5 \times 2 \times 80 = 45,360$ pounds. (Then your dinagraph says this engine will haul 3,780 tons, 151 cars of 25 tons each, at the rate of 50 miles per hour.) This is about one-third more than I can find to start the load. To use this amount of steam would require to fill the steam space in the boiler in from 3 to 5 seconds, or as I have shown, to raise your steam 10 pounds in one-fifth part of a second, or raise it 30 pounds in one second. In other words, if you were standing still, your steam down to 120, you could raise it to 150 in one second. Have you ever done this?

Then let us exercise a little common sense, and say you can fill your steam space in the boiler at 150 pounds pressure in 15 minutes. Then let us use it so that it will last that length of time. Then if this space is equal to one-fifth of the whole boiler (we don't think it is that much) as we have been estimating it, then for a speed of 20 miles per hour, you have for use every time the port is open .02 of a pound, which takes out of the boiler $8\frac{1}{2}$ cubic inches of steam; and about .1652 of a pound requiring 72 cubic inches every second, and 10 pounds of steam requiring 4,337 cubic inches every minute; finally, 150 pounds of steam, 65,144 cubic inches every 15 minutes.

Now, this is equivalent to one port fully open all the time, and would make a constant pull of about 50 pounds against the piston, and when counted at piston speed, it is about three-fourths of one horse power. But when counted on the rail, nearly 3 horse power. Momentum does the rest. Common sense proof: Go to the street car loaded with 40 or 50 persons, drawn by two horses or mules; after starting, their traces are swinging loosely most of the time, the weight of the traces being almost sufficient to keep the car in motion as they trot along. Again, when running 20 miles per hour, shut off all your steam, and in 30 seconds the train will have gone 880 feet. Now start your load, use every pound of the steam you can possibly start, and can you get 22 feet in 30 seconds? If not, then when you are in motion, 20 miles per hour, the momentum is doing 40 times as much as the steam to keep up that motion.

L. A. Wilson.

ARGENTA, ARK.

[Concluded in next Number.]

What is Horse Power?

What is horse power? The November number, pages 978-980 has interested me. I am only an engineer but I own the title of M. D. and do not "wear it." Mr. Wilson's philosophy is all sound so far as I know, but when he asks why we should not use 150 instead of 33,000 pounds in "estimating the power of steam engines"—why not use 75, or 4,000, or any other unit? The simple fact, divested of all details, is that physicists of all countries have agreed upon certain units in order to facilitate computations, or they have measured the forces, resistance, etc., and they come so near to a constant result that they wipe out the minute differences and agree on something. Now, the force exerted is equal to 33,000 pounds lifted one foot high in one minute, and to "calculate the horsepower of a steam engine" we must multiply the speed in feet per minute by the actual pressure in pounds by the area the pressure is exerted upon, and divide that result by the unit, or the pounds per minute to make a horse power.

All these factors are easily attainable except the mean pressure, on the piston, and nobody, either book rules or anybody's guess, can tell what the fact is except the indicator. Given an indicator diagram, properly taken, and the data, and all the rest comes easy. But all the so-called rules quoted in the Doctor's article are guesses and suppositions, purely fictitious, so far as arriving at results go, as to mean effective pressure.

We can figure then an engine 6" x 6" (a 400 strokes, or 200 revolutions per minute, can or will, or may have a mean pressure of $\frac{1}{4}$, $\frac{1}{2}$, $\frac{3}{4}$, or any other proportion of boiler

pressure, but when indicated the realized mean pressure may be equal to our guess or it may be plus or minus, and this is exactly why engine builders "assume" and "suppose," or say "about," and it is why steam users so often figure out a certain mean pressure and a certain speed, etc., and then don't get the result, because the estimated pressure and realized pressure follow certain laws that require far more of a man's lifetime to learn than it does to get a diploma. As to the rest of his letter, he can assume "Spiritus framenti" to be "Pix liquida" if he likes, but people follow "horse sense" instead of such laws, to a great extent, and James Watt is still good authority on horse power, and no disrespect to the Doctor.

Uncle Silas.

The Fusee Signal.

Not long since a communication in the *Railroad Gazette* captioned "The Use of the Fusee Signal" came under my observation which is subjoined for information as well as inquiry. The communication, which is signed "Transportation," is as follows:

Having read all the accounts published by you of the Palatine Bridge collision on the New York Central & Hudson River Railroad, I am surprised that no mention has been made of the fusee signal. Rule 31, of the standard code, says: "A fusee is an extra danger signal, to be lighted and placed on the track at night, in case of accident or emergency." You will note that the fusee must be used "in case of accident or emergency."

Rule 31 of the standard code does not, in my opinion, go far enough and state specifically how the fusee signal should be used. To say the fusee must be placed on the track at night in case of accident or emergency, and not say under what circumstances it must be used and where to place it, leaves it discretionary with the brakeman what to do. Why should this be so?

The explanation is, I suppose, this: In your editorial of October 4 you say, "the Time Convention Committee doubtless recognized the difficulty of formulating a rule by which brakemen could be clearly instructed as to what action should be taken when a train slackens speed but does not come to a full stop, and they were perhaps warranted in promulgating this rule in this way. Each manager was left free to make amendments in any proper way, and the committee can claim with reason that they are not responsible for any dangerous omissions." Allow me to ask if the assembled wisdom of the Time Convention Committee recognized the difficulty of formulating a rule, will not a manager recognize the same difficulty? Brakemen or flagmen should "be clearly instructed as to what action should be taken when a train slackens speed but does not come to a full stop." I therefore offer the following as a substitute, or, if you please, an amendment to code rule 31:

Section 1. A fusee is an extra danger signal, to be lighted and thrown on the track, at intervals of five

minutes for five-minute fuses, and at intervals of ten minutes for ten-minute fuses, at night or in foggy weather, whenever the train is not making schedule speed, and is being followed by another train. A train finding a fusee burning on the track must come to a full stop, and not proceed until it is burnt out.

Sec. 2. The engineer of a forward train, finding that his train is not making schedule speed, when a train is known to be following in the same schedule, or who has to stop, must at once give the signal for brakes, when the flagman or brakemen must signal at once with fuses as provided for in Section 1 of this rule, until the train has slowed down sufficiently for the brakeman or flagman to get off, when he will proceed to protect his train, as provided for in rule 99.

Sec. 3. The engineer of a following train, finding that the forward train is slackening speed at any place, will, if his engine [speed] is under control, blow on and off brakes, so engineer and conductor of the forward may be assured of their safety, but if he is not satisfied that he can stop in time, he must continue to signal for brakes as a danger signal to the forward train.

The fusee signal is, in my opinion, the most reliable for night and foggy weather, and its great advantage over the lamp and torpedo is that it can be thrown from the rear of a train at any speed and will signal the following train without slackening the speed or stopping the forward train for the flagman to get off to protect his train, as provided for in rule 99. There is one thing that must not be lost sight of, the danger is in slackening speed or stopping the forward train for the flagman to get off. While this is done the following train, running at full speed, closes up on the forward train before the flagman can go back far enough to stop the following train. With the fusee signal slackening speed or stopping is not necessary until it is known that the following train is under control. This I provide for in the third section of the substitute or amendment I propose to code rule 31.

It appears from the foregoing that there is a danger signal called a Fusee, that is used on some railroads, and it seems that it might have all the merits of a torpedo without its disadvantages, for a torpedo once attached remains as a warning until some train comes along, it may be hours after the torpedo was placed there; while a reading of the above communication would seem to indicate the fact, that after burning five or ten minutes, as the case may be, the fusee would be extinguished, and allow the rear train to follow without the unnecessary alarm occasioned by a torpedo, which, however, does not give any information in regard to the preceding train, except the fact that it had been there at some time in the past, but how remote none can tell. Under these circumstances information on the fusee will no doubt be welcome to many of our readers, and any one giving it will be a benefactor to such of us as are still in the dark on that subject.

ALLEGHENY, PA., November 12, 1889.

MR. EDITOR:—I am not the editor of the *American Machinist*, but can verify "W. L.'s" statements in regard to a Baldwin engine, on night express, slipping on a down grade without using steam, and I don't think "W. L." was sleeping when he noticed it, for I am well acquainted with the engine, and have known it to be the case for several years, and have run the mate to the same engine which has slipped so badly (running thirty miles per hour), that I have had to shut off entirely, and she would still continue slipping for as much as a mile down grade, with the throttle valve shut. Now, I would like to hear some of our young mechanics' opinions on the subject, as it is important.

F. E. P.

BUFFALO, N. Y., December 11, 1889.

MR. EDITOR:—I address the Mechanical Department to obtain information relating to boilers and engines. If a boiler has sixty pounds of steam, what is the pressure to square inch of boiler: what is the pressure on the safety-valve and how do you get at the pressure of safety-valve. What I mean is this: how do you measure a safety-valve to get at the pressure.

If a pump has 20-inch stroke by 1½ inch bore and making sixty strokes per minute, how many gallons of water will it throw per minute.

What constitutes a horse-power in a boiler; is it not the heating surface of the boiler? Also, how many square inches are there to the horse-power of a cylinder?

An answer to the foregoing questions will oblige

A. T. Conkling.

Expired Railway Patents.

The following list of railway patents, furnished by F. B. Brock, Patent Attorney, Washington, D. C., expired during the month of December, 1889, and are now free to be used by anyone, viz:

Grain car—S. W. Wood.
Stock car—A. Welch.
Car washer—E. W. Leavens.
Car spring—J. B. Quirk.
Car axle box—W. G. Beattie.
Spark arrester and consumer—R. Grant.
Railway station water column—R. T. H. Stileman.
Car coupling—S. C. Bole.
Car brake—W. Nelson.
Car axle—G. W. Miltimore.
Snow plow—J. S. Munson.
Track clearer—P. I. Schopp.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents by applying to Mr. Brock, whose address is as above given.

MR. EDITOR:—Being desirous of securing information in my chosen calling I am emboldened to ask the following questions, viz:

First, What is an Eccentric Blade?

Second, What is the difference between a direct and indirect engine?

Third, How much throw has an eccentric got?

I have heard considerable discussion upon these propositions and concluded to submit them to the Mechanical Department as the best means of having them correctly answered.

A. Duncan.

Locomotive Notes.

The Chicago & Northwestern will soon let the contract for building twenty locomotives.

The Cincinnati, Jackson & Mackinaw has let the contract for building five new engines.

The Richmond, Va., Locomotive and Machine Works contemplate an enlargement of works.

The St. Louis, Vandalia and Terre Haute is understood to be in the market for five passenger engines.

The Ft. Wayne, Cincinnati & Louisville has ordered two freight engines of the Baldwin Locomotive Works.

The Rhode Island Locomotive Works have received an order for ten mogul locomotives for the Kansas City, Fort Scott & Gulf.

The Canadian Locomotive and Engine Company, of Kingston, Ont., is now working on orders for fifteen locomotives for various roads.

The New York Locomotive Works, of Rome, N. Y., shipped last week four passenger locomotives to the Rio Grande Western.

The Louisville, New Albany and Chicago has just received two of the consolidation engines recently ordered for the New Albany division.

The Schenectady Locomotive Works are building ten engines for the Chesapeake & Ohio for use on the mountain division of that road.

The Gulf, Colorado & Santa Fé has just received two new Baldwin locomotives for handling heavy business on the south end of the line.

The Brooks Locomotive Works, of Dunkirk, N. Y., has completed four large freight engines for the Lake Shore & Michigan Southern.

H. K. Porter & Co., of Pittsburgh, have completed a narrow-gauge shifting engine to be used in the United States Navy Yard at Washington.

The Central of Georgia will receive this week ten mogul and three switching engines from the Dickson Manufacturing Company, of Scranton, Pa.

The Kansas City, Memphis & Birmingham has received two passenger and four freight locomotives from the Rhode Island Locomotive Works.

The Baldwin Locomotive Works, of Philadelphia, are building several large passenger engines for the Southern Pacific for service on the Louisiana division.

Car Reports.

The Northern Pacific road has given out order for 3,000 freight cars.

The Union Pacific has been asking for bids on 1,000 box cars.

Five hundred box cars are being built by the Lima Car Company, of Lima, Ohio, for the Pennsylvania.

The Wrightsville & Tennille has received twenty new platform cars and other new rolling stock.

The contract for building 500 box cars for the Louisville, New Albany & Chicago, will be let in a few days.

The Harris Palatial Car Company is having a car built at the Wason shops, Brightwood, Mass.

It is reported that the Grand Trunk intends building 2,000 more freight cars for its Western divisions.

Armour & Co., of Chicago, are having 100 refrigerator cars built at the Pullman Car Works, at Pullman.

The Fort Wayne, Cincinnati & Louisville is soon to place an order for 400 freight cars.

The Central, of New Jersey, has recently added twenty-five new passenger engines to its equipment.

The Richmond & Danville railroad has made contracts since the beginning of the year, for building 2,100 cars.

Within the next thirty days the Lake Shore will receive 600 of the 1,000 freight cars recently ordered.

The Lebanon Manufacturing Company, of Lebanon, Pa., is building 200 gondola cars for the Huntington & Broad Top road.

The Ohio Falls Car and Manufacturing Company, of Jeffersonville, Ind., is employing 875 men, and the works are running day and night to complete orders.

The Pullman Car Company is building 200 refrigerator cars for the Merchants' Dispatch, and the same number for the American Refrigerator Company.

An order has been received by the Litchfield Car Works from the Kanawha Dispatch for 200 box cars, which are to be equipped with air brakes.

It is stated that the Philadelphia & Reading has invited bids for 3,500 coal cars, and it is expected that the orders will be placed this week.

The St. Charles Car Company, of St. Charles, Mo., this week shipped eight cabooses for the Rio Grande Western and four cabooses for the Mexican Central.

The Pittsburgh & Western has ordered 900 coal cars of the Indianapolis Car Works, and 600 of Pennock Bros., Minerva, Ohio, and will soon let 500 box cars.

The Indianapolis Car and Manufacturing Company has been awarded the contract to build 300 platform cars of 60,000 pounds capacity, for the Ohio & Mississippi.

The following roads are in the market for box cars: Buffalo, Rochester & Pittsburgh, Toledo & Ohio Central, and the Chicago & Northwestern.

The Missouri Pacific is having built, at the Pullman Works, five sleeping cars to run between St. Louis, Pueblo and Denver.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the *tenth day* of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

THOUGHTS FOR THE NEW YEAR.

How rapidly the years fly when we begin to realize that in all probability we have left more milestones behind us than we are yet to pass on life's journey. We feel almost aggrieved at the frequency with which the anniversaries come around. Time seems to be hurrying us onward remorselessly when we fain would linger yet awhile. We were not ready so soon for the passing of the year. We wanted to rest by the wayside, to enjoy the days as they passed along, to hold the sweetness of the moments and quaff it slowly as one tastes the flavor of rare wine or takes long drawn breaths of delicate perfume. But the hours elude our detaining grasp like running water and flow onward with the stream. With glad eyes we see the rising of the sun, and lo! all at once it is noonday, and while we pause astonished at the rapid flight of time, behold the shadows gather and the sun has reached the western hills. The tasks we set out to do are unfinished, the leisure and the happiness we meant to enjoy have been swallowed up in the rush and pressure of duty. The promises of early youth are unfulfilled, the ambitions far from satisfied and the conviction gradually steals upon us that much we expected to accomplish must be left for other hands.

But whatever the melancholy thoughts that crowd upon us at this season of the year, we must not give them utterance, for it is an unpardonable sin to cloud another's sunshine. And, indeed, it must be an old and a sad heart that cannot extract some happiness from this period of gaiety and mirth. It is a time when we must lay aside all selfishness and find enjoyment in the delight of others. It requires a rare courage and self-denial to crowd back all the sorrowful memories that are connected with this season and to present to the world a smiling face and a ready assistance in all the mirth and merry making, but it is one of those moral victories which make stronger and better men and women. But when the festivities are ended and we have bravely done our part, then we may have our hour of solitude and retrospection. The little world about us has gone on its way rejoicing and

we have earned the right to withdraw for awhile from its endless requirements and enjoy the sweet luxury of being alone. The closing of the old year, the ending of another chapter in the book of life, call back much that has gone before. Stronger than ever is the imperishable memory of those who once marked time with us and by their very presence made the days and weeks and months all too short, and now that they are gone the counting seems a burden. But sadder still is the recollection of others beloved but now separated by oceans and continents, or by chasms which all eternity cannot bridge. They come to us as the old year dies, we can almost hear the rustle of their garments and feel the touch of their hands upon our own, outstretched and yearning. They go away after awhile and the chime of bells, the sound of a world awakening, bring the consciousness of a new year that calls us from the reveries of the past to the realities of the present.

Could the history of our readers be written, just the fragment that has transpired during the past year, what a volume it would make. Some pages would be illuminated with bright and beautiful pictures, others framed in borders heavy and black. Some would be written upon paper cream laid and rose tinted, others upon that of dull and leaden hue. These detached chapters would seem to show a grievous inequality in the good things of life, and yet when the great book is completed and the volumes are read, it will be found that there is a remarkable compensation. The lights and the shadows are wonderfully blended and yet they are distributed throughout the lives of all; and while there are a few exceptions, where all the roses seem to fall in one pathway and all the thorns in another, still will it be discovered that both blessings and evils enter into every life and each individual receives a measure of happiness and sorrow.

The rapid flight of time, which seems to bring the anniversaries closer together every year, admonishes us not alone that we must make ready for the day when we, like the old year must pass away forever, but even more forcibly that we must not neglect or defer the duties that crowd upon us as our time grows shorter. Even with our most conscientious efforts and careful endeavor we will long for yet a little respite to complete the unfinished tasks. We wish for all our readers a happy new year, and we hope that it may also be a useful year in which, through caring for others and fulfilling the many demands of a busy life, they may develop a noble character and find peace, contentment and happiness.

Miss Nellie Hunt, daughter of Garfield's Secretary of the Navy, who was Mrs. Whitney's private secretary, is now acting in the same capacity for Mrs. L. P. Morton.

We publish in this number a very acceptable communication from W. F. S., a gentleman who lives over the border. The editor does not believe in either women or men "flocking all by themselves" and she is very glad to hear from the opposite sex upon matters in which both are equally interested. We commend our correspondent's views to our readers for their consideration, and should they choose to reply we will ask them in this, as in all other instances, to write without prejudice and not to be governed entirely by their own personal experience but to discuss questions upon their merits.

We would like a series of letters from our readers on "Best Method of Managing a Husband." Let us have the opinions of both married and single, and if our masculine readers can throw any light upon the subject we will gladly make room for their letters. We hope to have a variety of ideas upon this important subject.

For Woman's Department:

THE COLONEL'S PROPERTY.

BY BESSIE MORGAN.

Author of "The Cap'n's Monnymint."

"This is the story, the lady old,
Dorothy's daughter's, daughter, told."

—O. W. Holmes.

So you think if I told you a story it would comfort you for losing the ball this Christmas eve. Then curl yourself up in a corner of the sofa, poor little girl, and let me think what it shall be about.

Listen to the wind in the chimney. That could tell us a story if only we could understand! A story of the old days when this place belonged to Colonel Warham, and Washington was his guest here. I don't know as you are as much interested in all that as I was when I was a girl; but the history of the house has been rather curious from first to last.

The first I knew of it was when I was about seventeen. I had just finished my studies. It was not thought necessary for young ladies to go through college in those days, my dear. But I had an excellent education in Boston, and then I came home to stay with my father and grandmother.

That house is standing still down in the village. You know the Walcott place, child; my name was Patience Walcott then, and there can be no vanity now in my saying that I was called handsome.

It was late in October when I came home, for I had been visiting some friends during the summer, and the very first night I heard them talking about this house that father had just bought, and some one said they were afraid he would be sorry he had had anything to do with it.

It was not exactly haunted, but no one had been able to live in it since Colonel Warham's heirs sold it out of their family. It had belonged to one person after another, but always with the same result.

It was confiscated Tory property in the first place, and presented to Colonel Warham for his services.

He was one of Washington's most valued officers, my dear. The house was good enough for him, but he did not leave any children, and 'twas not the same thing to his brother's family. They could not have the feeling about it his own son would have had.

So they took down the Colonel's portrait that Copple painted from the place where he himself had hung it, and his house was moved away down the hill and sold.

They meant to put another one up there more modern and imposing, but for some reason it was never built.

The man who bought the old house intended to put it in the village, but it was so large it was not easy to move, and when they had taken it half way there they could carry it no further.

It was a curious chance, but they set it just opposite the graveyard, where the Colonel was buried, and there it was standing when my father bought it. He thought the lonely situation had a great deal to do with its bad name, and that if he could get it moved it would be all right.

But my grandmother told me she couldn't believe it would be much use to try and do anything with it, unless it were to put it back on the top of Warham Hill, where it came from.

"It is a fine position for a house," she said. "The Colonel liked it especially, because he could see Boston away in the distance, I've been told. That was his native place, you know, and a city anyone might be proud to have come from."

We were talking together a little apart from the others by the fire—my grandmother and I, and just then my cousin, Frances Payson, came up and joined us.

"You were speaking about the Colonel. Patience," she said. "Do you remember his portrait? Tom Warham looks exactly like him, every one says."

I looked across at Mr. Warham, where he was laughing and talking with my cousins. He was the Colonel's great nephew, and had just come home from abroad, and then I looked back at Frances.

"I don't think so," I said, but I was shocked when she turned laughing and called to him:

"Mr. Warham, Cousin Patience says you are not like the Colonel's portrait?" and instantly he left the others and joined us by the fire.

"O, but I am!" he said. "She is mistaken! Please look at me again, Miss Patience!"

I looked at him but rather shyly, my dear, for he was a very handsome young man, and then I dropped my lashes without speaking.

"The dress would make all the difference," my grandmother interposed, "and the powdered hair, and its a long time since Patience has seen the portrait. You have every right to resemble your honored forefather, Mr. Warham, and I have no doubt you do. He was considered one of the handsomest men of his time," she added courteously, and the Colonel's gay young namesake put his hand on his heart and bowed low, but I turned away unconvinced.

I remembered the Colonel's portrait very well, and had always cherished in my heart a rather romantic sentiment for it. 'Twas impossible that an ordinary modern young man could be like it—particularly

Tom Warham, who only a short time ago was a great noisy school boy, with muddy boots and pockets full of apples and fishing lines, and nobody knows what—always playing ball and whistling enough to split one's ears.

I used to go often to see his mother, but I was a quiet little girl, and I considered him the most objectionable of his kind.

No, indeed! It was not possible for him to be like the Colonel, who stood in his tarnished gilt frame so stately and grand, with his powdered hair and lace ruffles and his grand, sweet smile. The Colonel was a hero, and he looked it, while his nephew—I glanced askance at him again, and found he was watching my face with much quiet amusement in his own, and coloring indignantly, I turned away.

I tried to persuade my cousin Frances to visit the old house with me next day, but she said the Colonel did not like what he considered intrusion, and she preferred not to displease him on his own ground, so I went alone.

I did not see any ghosts—perhaps because it was such a pleasant afternoon. The front yard was full of great drifts of gold and brown leaves, and all the world seemed to be full of sunlight. There was nothing dismal to me about the house either, though it was dusty and dilapidated enough inside. I went over it from top to bottom. It had a homelike feeling to me from the first.

The dining room was especially interesting, for the Colonel had had all the panels decorated with battle scenes from the Revolution—battles in which he had fought. Of course they were old-fashioned paintings, my dear, but they were very spirited.

I stayed there a long time looking at them. But when I reached home and told Frances where I had been, she was horrified, and threatened to tell my father and grandmother if I did not promise to keep away from there in future.

But I would not promise. I told her I was not afraid of seeing the Colonel; I only wished I might, and that shocked her more than ever.

She did not tell my father and grandmother, but she did tell my other cousins when they came in, in the evening with Tom Warham.

"I never heard anything so dreadful!" Frances cried. "She says she would not be afraid to go there at night. I never went there but once, and then it was in the middle of the day, and Aunt Sarah and Mrs. Fisher were both with me, and I was frightened to death, and Mrs. Fisher—she was thinking of taking the house, you know—she said she wouldn't for anything—she never had such a queer feeling anywhere before—just as if something was going to snatch at her from the dark corners and jump at her from behind every door."

Well, my dear, such talk as that made me quite out of patience. It was so preposterous. I could not help speaking out sharply.

"How perfectly ridiculous! Could you imagine General Washington hiding behind a door like a school boy for the sake of frightening a foolish woman? It is just as reasonable as to think Colonel Warham would do such a thing. He was a soldier and a chivalrous gentleman while he lived. Do you suppose seventy years in heaven would have made

him any less one? I would not be afraid to go to that house in the darkest night. If the Colonel's spirit was there at all, it would be for my protection and not for my hurt."

"In the Colonel's name—and as his namesake—allow me to thank you, Miss Walcott," said Tom.

But I did not want him to thank me. It had nothing to do with him what I thought of the Colonel.

"She's only talking; she wouldn't really dare go there after dark any more than we would!" Lucy Harris, another of my cousins, said.

But I lifted my head high in my scorn of their folly.

"I'll go to-morrow night as sure as I live."

"We'll go with you as far as the gate and wait while you go in," said they, for they didn't believe I'd dare when the time came.

I'll not deny that I had some very queer dreams that night, child, in which the Colonel largely figured. But they were not unpleasant dreams at all; quite the contrary: and when the next evening came I was all ready for my enterprise.

The girls insisted on going over before dark and leaving lighted lamps in the dining room and parlor, for fear I should fall over some of the rubbish that was scattered around. "It was enough to go there after dark," Frances said, "without going in the dark."

They went with me as they promised as far as the gate, asking me at every step if I did not want to turn back, and then I left them, one watching the house with frightened eyes, while the other was equally observant of the old graveyard opposite.

It was after ten o'clock, for we could not get away till the family had retired. Then we crept softly out and no one knew we came.

"Don't be long!" my cousins called after me, and I laughed and went on.

It was a frosty night and bright moonlight, but it would have been dark enough in the house if it had not been for our lamps, for very little light could get in through the heavily boarded windows.

I went into the dining room first, and looked at the Colonel's painted panels. They showed much better by the lamp light than they had in the dim daylight by which I had seen them before, but they were perfectly smothered in dust.

I went round the room slowly and looked at each one, and then I went to the library. I was not in the least afraid, any more than if I had been safely at home.

Could you imagine this room, my dear, with a dismal heap of ashes and soot on the hearth in the place of a fire! Great discolored patches of bare walls and ragged strips of paper hanging. The sofa you are lying on now, faded and dusty and worn, and all the other furniture to correspond. No carpet on the floor, but undistinguishable piles of rubbish in every corner, a smoky little lamp on the table, dimly lighting this cheerful apartment.

That was how this room looked, but I did not notice it all very particularly then, for I know you will think I was dreaming, my dear. There on the old rug, in front of the empty fire-place, with his eyes sternly fixed on the great bare spot where his portrait should have hung, stood the Colonel.

I was not frightened when I came to the house. I

had not been working on my imagination till I was ready to fancy anything. I had told the truth when I said I did not expect to see any ghosts. But there was the Colonel, plainly and undeniably, and I started at him with my eyes open to their fullest extent, till he turned towards me.

I shall always maintain that I was a very brave girl to have gone there at all under the circumstances, and I think I stood at the door longer than most people would have done. But when he turned and moved towards me, I take no blame to myself that I ran away.

I could not wait to remember all the good reasons for not being afraid of the Colonel. I might have been mistaken in his character. At all events, if he was coming after me, the only thing to do was to run.

But in my fright, I took a wrong turn in the passage: I was all in the dark, footsteps were following me, and I hurried faster and faster, till I stumbled over something and fell.

I can't tell if I struck my head or if it was from terror that I fainted. But when I opened my eyes I was back again in the library and lying on the very sofa where you are now, my dear. The lamp still smoked on the table, everything was as I had seen it last, but the Colonel—in his blue coat and bright buttons, with his powdered hair and lovely lace ruffles—was down on his knees beside me, looking as frightened as if he were the one who had seen the ghost.

With a cry of terror I started up, and would have fled again, but he caught my hands.

"Patience! Don't you know me? I thought, of course, you would in an instant. I never dreamed of frightening you; only of making you own I was a little like my uncle. *Patience!* Don't faint again!"

For I had shut my eyes and dropped back once more, dizzy, bewildered and angry: for it was only Tom Warham after all! But my dear, he was the very breathing image of the Colonel! There was no denying it, except, if anything, he was a little the handsomer of the two.

I was terribly angry at him. I would not listen to anything he was saying, but I could not help hearing it all the same. It was great nonsense. I should be ashamed to repeat it to you. But it told me a secret I had never dreamed of before.

I could not pretend to be faint for long, even to punish him, he sprinkled me so relentlessly with cold water in his anxiety to hasten my recovery.

I sat up and put him one side with all the dignity I could command.

"I will leave you to finish your masquerade at your leisure, Mr. Warham," I said. "No, thank you, I do not require your escort: my cousins are waiting for me outside."

"O, I beg your pardon, but they are not," said Tom. "They saw me as I crossed the street and took fright the first thing."

"You must indeed feel that you have performed a successful evening's work," said I, trying to look at him and speak scornfully. But it was not easy to do that, my dear: he was so very handsome, and so like the Colonel.

I drew my cloak coldly around me and turned away. (Of course he followed, and out in the moon-

light it was stranger than ever. He put on his cocked hat and walked along at my side, and I remembered my queer dreams of the night before, and felt as if I was moving in one of them still.

We did not converse. Having made all the apologies that were possible and having had them one and all disregarded and treated with scorn and contempt, and perhaps having some idea that I had scorned his declaration of an attachment as well, the Colonel's nephew had no more to say.

He did not seem in the least ashamed of himself or abashed by his unusual dress, but strode haughtily along, the moonlight flashing on his epaulets and gold buttons.

You can imagine the state of mind the girls were in when they looked out and saw us coming. They thought of course it was the Colonel's ghost, and when I came in they were almost afraid to speak to me.

I was angry at them for going off and leaving me the way they did, but they were so frightened they could not be blamed.

Well, my dear, my father was going to have the old house moved in spite of everything that winter, and because it was too large to move easily as it was, he had it sawn in halves. It did seem wicked to me. I was sure the Colonel would be angry.

And the night after that was done there came on such a storm as had never been seen in that part of the country. The wind blew a perfect hurricane, and the snow came down like a solid wall. It seemed as if we should be buried forever beneath it.

But it settled all chance of moving the Colonel's house that winter. I went as soon as the paths were broken to see what the storm had done, and I couldn't help thinking it looked as if the Colonel had been building fortifications to defend his property. It took but a slight effort to imagine the tall gate posts in their wrappings of snow, were Continental soldiers on guard before it.

While I was standing there, Tom Warham came up behind me, and as we talked I told him I thought it a shame to treat the poor old house so. No one should ever think of moving it, unless to put it back in its own place again.

"But do you think it is worth moving up Warham Hill?" Tom asked. "It has such a bad name nobody would care to live in it."

"That was only because the Colonel was angry," I said. "I like it better than any house I ever saw, and I'd rather live in it."

"All right," said Tom. "Don't forget you said so."

Well, my dear, the next thing I heard was that Tom had bought the Colonel's house of my father, and was going to move it back to Warham Hill in the spring. Everyone said he was crazy; that he could have built a new one for half the money it would take to get the old one in order. But Tom paid no attention to their advice.

It was wonderful how little trouble they had with the moving this time. People said it would fall to pieces as soon as they touched it, but they were mistaken. And when it was safely back in its old place, the workmen began on it. It took them all summer, but when they had finished, the old house was as

grand and imposing as in the days when Washington was entertained there.

It was said Tom Warham was going to be married, but no one knew to whom. Some said it was the rich Miss Grey, of Portsmouth, and others said it was Miss Lee, of Virginia, and others still affirmed that he was engaged to my cousin, Frances Payson, but of course we knew that was not true. But when his house was all ready to be occupied, he sent out invitations for a great party. All the first families were invited, from far and near, and many of the guests came out from Boston.

While I was dressing for the ball, my dear, I remembered that it was just a year since the night I went to the Colonel's house, all alone, to prove I was not afraid of him.

What did I wear to the party, child? My dress was pale blue crepe, made on blue silk, with pink roses. It was said to be very becoming. I had a great deal of color in those days.

The house was brilliantly lighted as we drove up to the door, and I couldn't help thinking of the smoky little lamp, that had lighted my way a year ago!

Tom stood beneath his uncle's portrait to receive his guests. He had hung it again in its place from which it had been taken, seventy years before.

And when the people were felicitating Tom, it seemed as if they ought to have congratulated the Colonel also, for having come back to his own again.

Then we went all over the house to see the improvements, and somehow I fell a little behind the others in stopping to look at an old portrait, and then I found Tom had waited beside me.

I was a little embarrassed, my dear, for we had not been on exactly easy terms, since that night, a year ago! But he did not wait for me to speak.

"Do you like the house as well as you used, Miss Patience?" he asked. "Remember you promised to live in it when it was moved."

"Oh, I don't think I did!" I said in a great hurry. "I only said, I should—I shouldn't be afraid."

"But I am, terribly afraid," said Tom. "Don't you think you are in duty bound to come and protect me?"

The music began soon after, and we went back to the parlors and danced, and Tom and I danced together, and presently everybody was congratulating him again, and this time I stood beside him under the Colonel's portrait.

They said we would be sure to have good luck here, forever and ever, for the Colonel's curse had changed to a blessing, when his house was restored to its place. And if the Tory to whom it first belonged, had left a curse, that also would be done away with now, for he was an ancestor of mine.

KISSING MOTHER.

To the Editor of *Woman's Department*:

How many young ladies of to-day would laugh at the absurd idea, as they express it, of kissing mother; but you cannot, dear girls, imagine how it will brighten her dear face.

Besides, you owe her a kiss or two. Away back,

when you were a little girl, she kissed you when no one else was tempted by your fever-tainted breath and swollen face. You were not as attractive then as you are now. And through those years of childish sunshine and shadows she was always ready to cure by the magic of a mother's kiss the little, dirty, chubby hands whenever they were injured in those first skirmishes with the rough world. And then the midnight kisses with which she routed so many bad dreams as she leaned above your restless pillow have all been on interest these long, long years.

Of course she is not so pretty and kissable as you are, but if you had done your share of work these last ten years the contrast would not be so marked. Her face has more wrinkles than yours, and yet, if you were sick, that face would appear far more beautiful than an angel's as it hovered over you, watching every opportunity to minister to your comfort, and every one of those wrinkles would seem to be bright wavelets of sunshine chasing each other over the dear face.

She will leave you one of these bright days. These burdens, if not lifted from her shoulders, will break her down. Those rough, hard hands that have done so many necessary things for you will be crossed upon her lifeless breast. Those neglected lips that gave you your first baby kiss will be forever closed, and those sad, tired eyes will have opened in eternity, and then you will appreciate your mother, but it will be—too late.

Kittie Wadden.

KEOKUK, IOWA.

[This is one of the most beautiful contributions that has ever appeared in the *Woman's Department*.—Ed.]

GALVESTON, TEX., November 16, 1899.

To the Editor of *Woman's Department*:

It is a wet, rainy, disagreeable day, just the kind of weather that raises a powerful inclination in my mind to sit in a nice, warm room and devote myself to some light occupation.

To-day I will try to help my sisters along by telling how I manage to keep a bright, cheerful home, set a good table, dress well and save money.

My husband receives a salary of \$20 per week, out of which I put \$10 away; the remaining \$10 I use for household expenses, incidentals, etc. Of course my family is small, only three of us; but even if there were four I could still get along. I find that putting \$10 away, absolutely out of my reach, in fact, is a good way to save it and is an extra incentive to make the remaining \$10 go as far as possible.

During the weeks my laundry, fuel, gas and other expenses fall due, I change my bill of fare for some thing plainer and cheaper, though when well cooked, equally good, and thus serve a double purpose, i. e., an agreeable change for the table and a saving of a good many cents.

I do not think the time spent in planning and contriving ways and means to save a few cents, is wasted, because my one aim and object in life is to make my home happy and help my husband along in the world, to do which I have to leave the conceits and frivolities of girlhood far behind me and turn my attention to the stern realities of life.

I do all my own work, make my dresses, trim my

hats, etc., and still have plenty of time for visiting, reading, writing and entertaining my husband.

Women, put your brains to work, make your household duties, prosaic and homely as they may be, as light and pleasant as possible. Have book and papers convenient, and when you feel dull and tired sit down and rest a few minutes and peep between the covers of what should be familiar friends. You will be surprised to find how much lighter and easier the work looks after a few minutes spent in this way. Your mind has been diverted into another channel, and the sense of gloom and depression has passed away. And, now, let me impress this one thing on your mind: *watch your pennies*. It will give your brains healthy exercise to be obliged to study out a means of making one cent go as far as two, besides insuring you a home and independence in your old age.

Economy is an old-fashioned habit our forefathers were wont to indulge in, and a habit somewhat looked down upon in this magnificent nineteenth century; but never mind that, practice it, and at the same time use the brains God gave you in making your home cheerful and attractive by redoubling your efforts to make your home neat, your meals well cooked and daintily served, and, by careful attention, to keep your clothes whole and shapely. Yours sincerely,

Ella Oscar Lee.

[In the name of the Woman's Department we thank our new correspondent for this very useful and sensible letter. We consider her a valuable addition to our circle.—Ed.]

ANNUAL BALL OF LODGE NO. 83.

To the Editor of Woman's Department:

Lodge No. 83, Ft. Worth, Texas, has again distinguished itself. Their third annual ball, given on Thanksgiving eve., was a splendid affair.

Some of the boys thought that I was not there, but it is never safe to bet where a newspaper reporter is or is not.

The hall was brilliantly lighted, not only with hundreds of gas jets, but from each four corners of the room shone forth a flashing locomotive headlight. The music was excellent and the company composed of as handsome men and beautiful ladies as were ever assembled together. The lovely dresses, glittering lights, perfume of flowers, sweet music and low hum of voices made a picture from Fairyland.

The grand march was composed of more than a hundred couples, among them the Mayor of the city and Grand Officers present. Also Master Isaac M. Dean, who looked regal in his Mother Hubbard pants.

The decorations were all that skilled elegance, lavish expenditure and good taste combined could make them. Beautiful pictures from the various Brotherhood Lodges adorned the walls. These were decorated with artistic taste and designs. Motives of B. of L. F., B. R. B. and O. R. C. were beautifully woven of evergreens and flowers. Even the pick and the shovel, hung with silken cords and hidden by lovely decorations until no gleam of cold steel could be seen by onlookers, was converted into an ornament of beauty. The boys seemed to under-

stand from this latter ornament that no thoughts of to-morrow was to intrude on the pleasures of the present and "all went merry as a marriage bell."

The ladies were beautiful and entertaining, making all the single men wish they were married and the married men—well, it isn't best always to finish every awkward thought. They all had a good time, just the same.

The supper was a royal banquet that did credit to the culinary artist preparing it. The table was decorated with all that ingenious taste and lovely flowers combined with nimble fingers and intellectual knowledge could suggest. Nothing was lacking. Ed Hartsell, who has a penchant for trying new dishes, having been a few trips up the Denver, through New Mexico, where if you do not try new things you sometimes fail to get any, but even Ed hadn't the courage to pitch into a beautiful complimentary cake sent by some business house, until some one more experienced called on him to do so. But the laugh was on Hartsell when the cry of "Rubber!" went round.

Many distinguished visitors from distant Lodges were present and vied with the home members in making the evening pleasant and interesting.

After supper dancing was resumed and the delightful measures of waltz, polka and quadrille were indulged in until the hours grew small and on towards morning eyes were as bright and feet as light as at the beginning. There was absence of the slightest confusion due to the most excellent management of the floor committee, Messrs. B. F. Page, C. T. Elliott, J. G. Madison, W. Colman, James Ahm, George Tucker and J. W. Cassell, each of whom was successful in his efforts to contribute to the enjoyment of all present.

Mesdames J. D. Bell and B. F. Page took charge of the ladies as they arrived and ushered them off into a spacious, warm dressing room where every comfort and convenience for refreshing the toilet was found.

The committee on arrangements were untiring, and are to be congratulated on the successful manner in which everything was done. They were: J. W. Cassell, J. J. Hank, Al. Griffin, B. F. Page, Nicholas Phaler, Master I. M. Dean, and Vice-Master Ed Hartsell.

The evening will never be forgotten by those present, but be remembered as one of the brightest, happiest and most enjoyable affairs ever attended.

The Brotherhood has many friends here, won by their zeal in living up to the mark as benevolent, sober, industrious men, worthy the respect and confidence of all. They have promised me a peep into their hall and if I go there I will tell you next time about the goat, if they let me see him.

Besides the boys mentioned Geo. Nash, John Russ, G. H. Brown, Pat Willis, Barney Davis, W. M. Collins and others were there, happy themselves and making others so. Also Mr. and Mrs. Barnes, Mr. and Mrs. Lee, Mr. and Mrs. J. W. Mathews, Mr. and Mrs. Sadler, Mr. and Mrs. J. S. Whilley, Mr. and Mrs. C. C. Murphy, Mr. and Mrs. Barwise, Mr. and Mrs. Collins.

I have taken more space than I intended, but hope you will pardon me this time and publish this for the sake of the boys.

Trine.

FORT WORTH, TEXAS.

GOODLAND, KAN., December 3, 1889.

To the Editor of Woman's Department:

I am a regular reader of your valuable and interesting *Magazine*, and I have not seen anything from our beautiful city or from Lodge 396 in a long time. I think some of the members ought to write, or else their wives should, and increase the Woman's Department and make it more interesting, for I know it would beat a novel.

Our Lodge here seems to be flourishing. Of course, we women folks know nothing only from outside appearances. Our town is building up fast and improving every day. There have not been many marriages but there has been great talk about coming weddings. It has been rumored nearly all summer till of late, that our worthy ex-Master, J. H. Shaw, was to enter the bonds of matrimony—three young ladies in Goodland and the Commercial House widow, in Phillipsburg. But it has passed and gone, and still we find him in single harness; wait till the clouds roll by, Joe. Bro. A. T. Keith has joined the church (with the expectation of being deacon.) Some one sadly mourned and missed him while he took a flying trip east. Bro. Geo. Seybrest (so they say) is thinking about taking a claim and building himself a little sod house. Bro. Heady and Engineer Ciss Taylor are doing a land office business in the west suburbs of Goodland. Can't say which is the solid man. Dame Rumor says Bro. Pringle is going to make a trip east and come back united. Mr. C. C. Southerland has built a handsome house on one of the hills in Colorado; one story under ground and half a story over ground, and is now advertising for one of the blessings of a home.

With many good wishes for the Lodge and its interests, I will stop.

Miss Mary O'Brien.

KANSAS CITY, MO., November 24, 1889.

To the Editor of Woman's Department:

I have been reading many interesting articles and letters and take great pleasure in reading the Woman's Department in your interesting journal and would like to express myself on some topics of interest which I hope will find a welcome in your columns.

What is womanhood? Is there any more important question for young women to consider than this? It should be the ambition of every young woman to possess a true womanhood. To be a woman in the truest and highest sense of the word is to be the best thing beneath the skies! Beauty and style are not the surest passports to womanhood. A woman's worth is to be estimated by the real goodness of heart, the greatness of her soul, and the purity and sweetness of her character, and a woman with a kindly disposition and well balanced temper is both lovely and attractive. She makes the best of wives and truest of mothers, and has a higher purpose of living than the beautiful. Beauty is a dangerous gift and has ruined its thousands. No gift from heaven is so widely abused by women as the gift of beauty. In nine cases in ten it makes her thoughtless, giddy, proud and vain. A beautiful girl is very likely to believe she was made to be looked at, and sets herself up for exhibition in every company which opportunity offers, and acting thus soon be-

comes good for nothing else. These facts long since have taught men to beware of beautiful women, and yet we say it need not be so. Beauty is lovely and has charms which ought to be used for good purposes, and girls with beautiful forms and faces, should cultivate a beautiful mind and heart. Young girls ought to hold a steady sway over their male associates, why do they not? Because their moral convictions are not regarded as solemn resolves to be true to God and duty come what may. You cannot live without having some sort of influence any more than you can without breathing. Beware then what kind of influence it is you are exerting. We want the girls to rival the boys in all that is refined and in all noble qualities of mind and heart. We want a girl to be gentle, kind and affectionate, having a sweet subduing and harmonizing influence of purity and truth wherever she goes. Let every young lady reflect seriously upon this subject and let her remember she is not designed to live for herself alone, but for a higher and nobler destiny, that of doing good to others and of making others happy. Young women would you be admired, would you be an ornament to your sex, a blessing to your race? If so cultivate this heavenly virtue. Wealth may surround you with luxury, learning or talents may win you admiration, but love and kindness alone can captivate the heart. Whether you live in a palace or a cottage these graces can surround you with perpetual sunshine making you and all around you happy.

Ella U., A Fireman's Sister.

SYRACUSE, N. Y., November 26, 1889.

To the Editor of Woman's Department:

Children tucked away and hubby's lunch put up. Well, really, I think that needs a new name quite as much as the Brotherhood, for certainly a pail that holds eight quarts can't rightfully be called a lunch. As I look over the columns of the *Magazine* from month to month I wonder where all the boys and their wives of Lodge No. 213 keep themselves.

How I wish the correspondents of the Woman's Department would write something of interest instead of praising those dear boys. It would certainly be a decided improvement. To be sure they are dear, very dear, judging from the fact we all have one, but just come with me a moment, and while those dear boys are trying to buzz Mr. Debs up to do away with the Woman's Department, I will tell you what a pretty little ornament I have just completed which is useful as well as pretty. I took three broom sticks, cut them so they were about the height of the window, crossed them, bought a small chipping bowl for twelve cents, fastened it to the top, bronzed the whole with old gold bronze, also bought one and one-half dozen common wooden dress moulds, small ones are the best. Line the inside of the bowl with electric blue plush. Cover the molds with plush and tack around the edge of the bowl with brass-headed tacks, or, if you prefer, bronze them instead of covering—either way is very pretty. Tie the sticks where they are crossed with pink and electric blue ribbon and you will be surprised to see what a pretty little ornament you will have at a very trifling cost.

Well, my letter is already too long. I know it isn't perfect. I never professed to be perfect, but when

I tell you it is my first I know you will feel kindly toward me and overlook mistakes, and if your patience is not entirely exhausted I may come again.

Mate, A Fireman's Wife.

[Yes, come again.—Ed.]

DODGE CITY, KANSAS, November 25, 1889.

To the Editor of Woman's Department:

It was with delight I read the suggestion in the *Magazine* that the ladies take some new topic for their letters. The Brotherhood ought to have energy enough to keep the *Magazine* posted as to their progress, and surely we, the wives and sisters of workmen, can find plenty to converse about of which we are better informed, and that will be of interest and help to one another.

Are we all trying how much good we can do and receive out of each day as it passes? Don't let us fall into that old worn-out rut of idle gossip. Should we know our neighbor's income—is it anything to us if they choose to spend it differently than we would ourselves? Surely such things ought to be beneath every true and busy woman's notice. And have we not enough to do? If our own house is in order is there not some tired mother we can give a lift? Have you not some old clothing lying in the garret useless to you that could be fashioned into neatly-fitting garments for those scantily-clad little ones across the street? If you have such garments don't let them leave the house in their dilapidated condition, if it be possible to make them over. What a boon it must be for an over-worked mother to have some little garments all ready for wear without costing her a thought, and if a boon to her, thrice blessed is the giver. Try it. I have often thought that the families of railroad men were considered too much of a nonentity by other people. Are we not a little to blame for this? Do we not let some trifling excuse keep us from the house of God? Should we not be the most zealous of all women in the Master's cause? Do we not have motives for a noble example?

What are we going to do for the little ones Christmas? How best make that "wee" bill do the work or supply the want of a large one. Have I been too prosy?

Sincere,

[No, your questions are to the point.—Ed.]

STOUCX CITY, ILL., November 27, 1889.

To the Editor of Woman's Department:

I have been a constant reader of the *Magazine* for some time, but in looking over the many letters I have never had the pleasure of seeing any from the Corn Palace City of the world. In regard to Lodge No. 64 I would say, although it has been very silent, it nevertheless is a success in every way, and does credit to its members and is an honor to the Corn Palace City. You bet the noble firemen, alias "diamond shovelers," are always on time, even if the coal is rather monstrous. I notice that advice is given them by a friend not to change their name; for my part the word fireman has more heroism in it than any other name applied to railroad employes connected with locomotives. In looking through the *Magazine* I find a number of splendid essays, and also some very nice poems, which do credit to the

composer, and especially to Mrs. Nellie Bloom and Mr. Shandy Maguire. I dare say that Shandy's poems are at times heartrending to good-natured husbands, of course, but to the fair wife they are too sweet for any use. Mrs. Nellie is a capital confessor, sensible in representing that women are non-inclined to such heart emotions as Shandy's are. But, once more rebuking Shandy, his poems are appreciated by all. Fearing that this, my first letter, may find a secluded corner in the waste basket, I will leave off and help get supper, not forgetting to wish a bright futurity to the B. of L. F.

Kitty, a Fireman's Sister.

[Why did you not tell us something about the Corn City.—Ed.]

MONTREAL, CAN., November 25, 1889.

Mrs. Ida A. Harper:

DEAR MADAM:—I see all, or nearly all of your correspondence is from ladies, and it is with fear and trembling (mental) that I've sent you this effort to defend some of our sex who are often blamed for what is really only the fault of a happy disposition.

My own dear wife says she wouldn't give a pin for a man who was afraid of the girls, or trust him either.

I shall be very happy to see these lines in your department if you deem them worthy. Thanking you as a brother for the noble part you take in our welfare, I remain dear madam,

Your humble servant,

W. F. S.

AN EXPLANATION.

I only ask a little space

For my persuasive powers.

There's not much room for rubbish.

In a *Magazine* like ours;

This is all addressed to ladies,

So rude men you must not laugh;

For I am so "English you know."

And really "can't stand chaff."

I want to air a subject,

Which although much talked about,

Has rarely had much thought bestowed,

On fairly working out:

'Tis in regard to flirting

That horrid, wicked thing;

Of which poor railroad men are oft

Accused, I'm going to sing.

That green-eyed monster jealousy,

Off plays an active part

And urges folks to say cruel words,

Which lacerate the heart;

The simple act of bowing,

Or throwing a little kiss,

Or even smiling at a girl,

When naught is meant amiss.

Is, by some, spoken of as sin.

And causes grievous strife;

Where only confidence should be.

Even twixt man and wife;

A secret now I will impart,

Into your private ear.

Some may believe me, some may smile,

And many doubtless sneer.

The man who wears a hard, cross face,

Often times acts a part.

The one who smiles at every girl,

Possesses a true heart.

And if you try to keep his love,

And make his home the best,

I'm sure to you, he will be true,

Don't bother for the rest.

W. F. S.

FORT WORTH, TEXAS, November 24, 1889.
To the Editor of Woman's Department:

As I have been an interested reader of your valuable magazine for the last twelve months, and having seen nothing from Trinity Lodge, No. 83, I will write a few lines in regard to it. I think the boys are all doing very well. Any way, I know of one member that never misses a meeting when he is in, and that is all I know about the Lodge, for, like the "Old 7" that he handles the black diamonds on, he is always on time when he doesn't strike a snow drift in Clarendon. I wish the Brotherhood every success, for the sake of one particular member of Trinity Lodge, No. 83.

A Fire Boy's Friend.

For Woman's Department:

ALONE.

Alone, with life's shadows around me,

Alone in the gloom of the night,

I sit in my loneliness dreaming

Of pleasures long hidden from sight;

And I sigh for the days of my childhood.

For those bright cherished years that are gone;

Those years that brought sweet, joyous gladness,

Intermingled with laughter and song.

Alone in the shadowy gloaming,

When all nature is silent and still,

Bright thoughts of the past come to cheer me,

And my heart with sweet ecstasy fill;

In a vision I see the old homestead,

With its walls so gloomy and gray—

But the light of the morning recalls me,

And the vision fades quickly away.

Alone, all alone o'er life's pathway,

I tread with faltering feet,

For the way is dark and dreary,

While a fear in my soul doth creep,

Lest I make a mistake in the turning,

Which leads to that land pure and fair,

Where the loved ones of childhood are waiting

To joyously welcome me there.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL.

INDUSTRY.

A woman who, like Charles Dickens' Jenny Wren, made her living by dressing and repairing dolls, died in St. Paul lately. Hundreds of her little friends are mourning her loss.

If a woman wants to get into a carriage, a man thinks that is his affair, and opens the door for her; but if she wants to go to college, he says that isn't his affair, and tells her to build one for herself.

There are 62,000 women in America interested in the cultivation of fruit, and among them are some of the most successful orchardists in California. Last year one young woman made \$1,600 by raspberry culture.

One-third of the inhabitants of Oklahoma are women, many of them having gone to set up for themselves in business. One young woman from Arkansas City *walked*, to the new Territory when it was opened, slept all night on the ground, got a fine "claim," and raised delicious potatoes and corn on her farm, which adjoined one taken up by her father.

Miss Mary F. Seymour not only edits the *Business Woman's Journal* of New York, but directs the Union School of Stenography and Type-writing, and is said to conduct the largest type-writing business in the country. She is the author of "Practical Hints to Stenographers."

Eliza E. Bridgers, Wilmington, N. C., has patented a cornice and mantle protector, especially designed to protect wood mantles, lambrequins, etc., from heat and smoke, which is adjustable both in its top and side sections to fit any sized grate and mantle, to which it can be readily applied so that it will be firmly held.

Miss Lena Seigfried, of New Orleans, is a bird-hunter, living on her father's schooner, and is able to kill, clean and prepare more birds to the hour than any male hunter along the coast. In New Orleans more than in any other city we have women engaged in occupations unusual to the sex. Here are to be found women editors, merchants, florists, dairy farmers and manufacturers in great numbers, all earning good sums of money.—*New Orleans Picayune.*

Dr. Nannie St. Clair Stevens, of Wichita, Kan., has just been appointed by unanimous vote on the medical staff of the Wichita Hospital; in place of Dr. Schermerhorn, who leaves the city. This position is a desirable one, which a number of physicians in that city would feel honored to fill. Dr. Stevens is also Medical Examiner of the Penn Life Insurance Company, which receives women on equal terms with men. She is recording secretary of the State Equal Suffrage Association, and is very active in the work in her city, a fact which does not detract from her high professional standing.

A LOST EDEN.

How the fresh mold brings back to me,

Dear Soul, our own wee garden sprout;

Made dear ere ever we fell out,

Between the pine wood and the sea.

You planted rose and mignonette.

The dead leaves clipping with your shears,

And I—I planted life's regret—

Oft watered later by my tears.

How fast they grew, how well they thrive,

While glances kind met kind again;

How swiftly followed sun and rain

From heaven, on that enchanted grove.

But long ere fell October's leaf

Or hoar-frost had chilled the gentian's heart—

We two had found a sudden grief.

And learned, we thought, a way to part.

Like those first two, toward the east,

Outcast our garden left behind:

We went to seek that peace of mind,

Which of all needs had seemed the least.

I know not how you bear the weight

Of that sad burden on your breast:

But this I feel perhaps too late,

I long to find you, dear, and rest.

—*Annie Robertson Noron.*

It is said to have been a Boston woman who, on board a yacht, spoke of a motherly zephyr, meaning thereby a spanking breeze.

DOMESTIC.

The nice color of pies or biscuits is produced by wetting the upper surface with sweet-milk just before placing them in the oven.

Twisted straw rope makes the best covering for climbing roses and clematis, where they have to be protected through the winter.

It is impossible to do everything in the most thorough manner. She is the wisest woman who best judges what can be slighted.

Kitchen odors, not always agreeable, as in cooking certain fish, etc., can generally be abated by two or three pieces of charcoal placed in the cooking utensil.

Make kitchen holders and dish-cloths by the dozen during the lull which comes semi-annually in other sewing, but do not sit and bind, and quilt them beautifully as our grandfathers used to; their edges run together or sewed coarsely over, then quilted three or four times across on the sewing machine, is by far a more sensible way.

To the inmate of a sick room frequent changes in the position of the furniture are almost always pleasant. Change the pictures, too. Bring pictures from the other rooms and hang them on her walls in place of the ones she has looked at so long. It is just such little things as this that sometimes gives great comfort and pleasure to an invalid.

New Tomato Soup.—Take two quarts of tomatoes, one pound of beef, one onion, one cucumber, and three pints of water, two potatoes and a tablespoonful of chopped celery; boil the meat until it falls to pieces, boil the potatoes and onion and tomatoes together; then mash them through a colander and add to the meat and liquor, adding boiling water until the soup is of the proper consistency; let all boil for about five minutes, add a teaspoonful of flour, cayenne, salt and the celery just before pouring it into the tureen. Serve with croutons.

Scrambled Oysters.—One quart of oysters, one pint of milk, one tablespoonful of butter, and flour sufficient to thicken like cream; put the milk into a spider and heat to boiling; when about to boil add the oysters; as soon as they are boiling add the thickening with salt, white pepper and a tablespoonful of sage and a teaspoonful of tomato sauce; do not let the oysters boil long; remove from the fire and stir in the butter; toast some crackers, place them on a warm platter, moisten them a little with warm milk or water, place on each half cracker a large spoonful of oysters and pour the cream over and around them.

Veal Croquettes.—Chop veal very fine, mix a teaspoonful of flour in a half a cupful of milk; melt a tablespoonful of butter and stir the flour and milk in it and let it come to a boil; mix this thoroughly with the meat, form into balls or flat cakes; these can be prepared for breakfast the night before; place them on a platter and sprinkle a little salt and pepper on them and let them remain until morning; then beat one egg with two tablespoonfuls of milk, dip the meat balls in the egg, and then in cracker crumbs and fry brown.

EDUCATION.

Women are now admitted as students to the Wesleyan University. Six are in attendance this year.

Two women, Mrs. Brunchhorst and Mrs. Steineger, have been elected members of the Board of Education of the city of Bergen.

There are many indications that women will soon find a recognized and honored place in church work, even unto ordination and ecclesiastical office. Over sixty women have taken up the W. C. T. U. course of study for evangelists and deaconesses, under the instruction of Dean Alfred Wright.

Jane Meade Welch contributed an entertaining article to *Harper's Bazar* of September 14, on "Woman's Work at Chautauqua." She says: "Chautauqua is woman's work's epitome. There is hardly an occupation or a profession now open to progressive woman some phase of which may not be studied here."

The only colored man in the Georgia Legislature voted for the bill to establish a State Industrial School for Girls, although the benefits of the school are to be for white girls only. He is described as an elderly man, popular among the white members, and having the gentle and courteous manners acquired by many house-servants under the old régime. In giving this vote he showed himself at once more progressive and more magnanimous than many younger men.

Mrs. Ella Dietz Clymer, the President of Sororists, is a firm believer in women's clubs. She says: "I would advise every working girl to belong to a workingwomen's union. Women have been too much alone; they have lost confidence in themselves and are timid. Where women enter professions, I would advocate their belonging to clubs, for social intercourse, sympathy and appreciation are necessary to women."

Cooper Institute, New York, will no longer receive young women who desire to study phonography and the use of the type-writer, unless they pass an examination showing themselves to be fairly well educated and intelligent.

Dr. David Swing testifies to the value of the Chautauqua reading course. He says, among other things, that Chautauqua teaches the woman of thirty-five, who used to think herself fit only to sink back into the chimney corner, that her life may be just beginning.

The question of reappointment of women on the New York School Board was settled last week in the affirmative. Mayor Grant appointed Mary N. Agnew, but in the place of Miss Grace M. Dodge appointed Mrs. Clara M. Williams. Mrs. Williams is a graduate of the public schools and of the Normal College, and her appointment was desired by the alumnae of that institution.

"There are worse things in this world than being an old maid, and one is to spend your days pretending you're a proud and loving wife, when all the time you're dreading to know what piece of folly or wickedness your precious husband will commit next."

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

THE MAGAZINE AND ITS EDITOR.

"A word fitly spoken is like apples of gold in pictures of silver."

What more fitting time than January, 1890, for the Editor of *The Locomotive Firemen's Magazine* to have a personal talk with its readers?

For more than nine years *The Magazine* has been in our charge. It will afford us real satisfaction to have the Brotherhood compare No. 7, Vol. 4, with No. 1, Vol. 14. We should, were it possible, be delighted to go back to the beginning of our control of its pages, and review them all. Is it egotism to say this? Does it smack of vanity, of self commendation? We do not so regard it. We deem it rather an invitation to our brothers, our comrades, to revisit with us the pathways we have traveled together for nine years. They have led through many pleasant places—by flowery fields and dewy meads, by winding streams and sparkling fountains. We have marched together where the landscapes were of enrapturing beauty—by cottage homes and palatial residences. We have bivouacked with comrades, have been cheered by their fraternal greetings, and have shared their generous hospitalities. But this not all. Since we took charge of *The Magazine* we have tramped with our comrades over arid deserts and through dark defiles. We have clambered up mountain roads and walked beside yawning chasms. Nor does this tell the story. We have stood shoulder to shoulder with them in many a conflict, when the enemy, well equipped, was defiant and fierce, when many faltered, when some fled, and others turned traitors. These things are all recorded in *The Magazine*. *The Magazine* has been first, last, and all the years since we controlled its columns, a Brotherhood organ.

It has not flinched. It has not crawled. It never lowered the flag of the Brotherhood. It has never surrendered, nor retracted. Where the Brotherhood ordered it to stand there it has stood, and on its chosen vantage ground it stands on the first day of January, 1890.

For this are apologies demanded? Does the Brotherhood call a halt? Does the Brotherhood command that the victorious banners of the *Magazine* shall be furled or hauled down? Does it command that its martial music, its bugle call to the charge, its drum beat of victory, shall be hushed into silence or changed to a dirge? Does the Brotherhood command that its championship of FEDERATION shall cease, and that it shall whine like a whipped spaniel in the camps of its enemies? Does the Brotherhood of Locomotive Firemen command that the *Magazine*, shall have neither opinions nor convictions, or, if it has them, shall be without the courage to express them? Does the Brotherhood command that the *Magazine* shall be a limp, spineless thing, worthy only of contempt in lodges, divisions and assemblies, where brave men discuss labor topics?

So far, the Brotherhood of Locomotive Firemen has not issued such commands, nor any of them. It has seen the *Magazine* grow in excellence and influence; has seen its articles widely copied; has seen men of thought, of comprehensive grasp, beyond the boundaries of the order, purchase it, and has read the high commendations of contemporaries, who unhesitatingly placed it at the head of all similar publications in the country.

The Brotherhood of Locomotive Firemen has seen its *Magazine* extend a friendly hand to all Labor organizations, to all toilers seeking through organization to better their conditions. The Brotherhood has seen its *Magazine* rebuke aristocracy in labor ranks, and with becoming severity denounce the miserable heresy of "strict neutrality," when working men were writhing and groaning in the grasp of such devil-fish as Austin Corbin.

The Brotherhood has seen its *Magazine* on the war-path only when an enemy was to be hunted down; when lurking foes were to be driven from ambush and exposed; when the right was assailed; when justice and truth demanded that their professed votaries should come to the rescue. On such occasions the *Magazine* has responded with alacrity. For these things the Brotherhood of Locomotive Firemen has not yet demanded an apology, nor will it until Austin Corbin, the enemy of organized labor, and the less conspicuous enemies of federation, working on different but converging lines, achieve a victory for corporate greed and corporate autocracy. When this is done there will be little demand for courageous editors or courageous literature. Then the Lodge-rooms will disappear; then the Lodge-fires will have gone out; then labor will be, as some distinguished orators have termed it, "a commodity," like hides and tallow, and will be bought and sold, in what these po-

litical economists call "a labor market," and when this Chinese degraded level is reached, the world will look on and realize the extent and character of the victory the money power has achieved over workmen.

The Brotherhood of Locomotive Firemen has courage, independence, self-respect, and an unwavering faith in its ability to solve such problems as circumstances force upon its attention, and it demands that its *Magazine* shall not truckle, shall not, by cowardly evasion, subterfuge, prevarication, or by silence, permit the enemies of the Brotherhood, or the enemies of the *Magazine*, by direct assertion or by intimation, give the world to understand that our Brotherhood is asking permission to live.

The Brotherhood of Locomotive Firemen is not on its knees. It is not crawling. It is not a medicant. It is not a Lazarus at the rich man's gate. The *Magazine* has in the past responded to the chivalric courage of the order. It is responding now in the morning of the new year, and will continue in the same line until the Brotherhood otherwise orders.

Eugene V. Debs.

In Wilksbarre, there are street railroads, and conductors and drivers are paid \$1.00 a day, and a day means sixteen hours work, or 6½ cents an hour.

FRANCE is called the "land of cider," as during the last five years the average production has been 331,800,000 gallons, much of which comes to the United States as No. 1 champagne.

In another column will be found an able article on "The Eternal Fitness of Things," from the pen of J. E. Phelan, Esq., Division Superintendent of the Northern Pacific Railroad. Mr. Phelan has climbed, step by step, from the position of a locomotive fireman to the superintendency of one of the largest railways on the continent. His success is due to his own energy and perseverance, and his article should have a wide reading among men of the locomotive.

We are under obligations to the Hon. Charles F. Peck, Commissioner of the Bureau of Statistics of Labor for the State of New York, for a copy of Part III. of the sixth annual report of the Bureau, treating specially of strikes and boycotts. Also for a copy of the Proceedings of the Seventh Annual Session of the Chiefs and Commissioners of the Several Bureaus of Statistics of Labor of the United States. These reports contain a wealth of statistics and information, conveniently classified, and are highly complimentary to Commissioner Peck, who is widely known as one of the most thorough labor statisticians in the country.

THE B. OF L. E. JOURNAL AND VICE GRAND MASTER HANNAHAN'S DENVER SPEECH.

Vice Grand Master Hannahan, of the Brotherhood of Locomotive Firemen, in the performance of his official duties happened to be in the city of Denver during the session of the B. of L. E. convention. Brother Hannahan was not aware of the great honor that was in store for him. Paul was permitted to speak before Agrippa, and Vice Grand Master Hannahan was invited to appear in the presence of Grand Chief P. M. Arthur and address the B. of L. E. convention. He was not only invited, but he was escorted by a committee to the convention—into the hall and up to the rostrum. Then and there Vice Grand Master Hannahan was tendered an ovation. The convention at once arose and burdened the air with cheers. The applause was like the billowy thunder of the ocean, when his waves, tossing high their white caps, shake the rock bound headlands. For the nonce Hannahan was on top. The convention was transformed into a brass band, and played the grand old tune, "See the Conquering Hero Comes." The convention was one great fountain of joy—a Yellowstone Park of spouting geysers. A "twin brother" was on the stand, and a feast of "fat things" was in store for the delegates.

The furious storm subsided; all was serene. Hannahan was not confused. He did not lose his head. He was equal to the occasion. In speaking for the B. of L. E. he touched a responsive chord in the hearts of the delegates of the B. of L. E. Convention. They had been firemen too, and, as Hannahan spoke his burning words, a thousand dear memories of the far-away-days when they were men of the pick and scoop crowded upon them and they wondered why P. M. Arthur should be hostile to federating with the Brotherhood that Hannahan represented. Hannahan captured the convention. He even captured Grand Chief Arthur, who felt constrained to compliment Hannahan in glowing terms in the presence of the convention. Hannahan championed federation. His address glowed with fraternal feeling. He spoke for a Brotherhood that abhors aristocratic ideas in labor organizations, that despises "strict neutrality" when working men of any order are contending for their rights against heartless, grinding corporations, and he was applauded. He preached the gospel of the "brotherhood of man and the fatherhood of God," and the delegates in the Engineers' convention said Amen.

It is well to bear in mind that Vice Grand Master Hannahan did not thrust himself upon the convention. He sought no opportunity to address it. He was invited—invited by a committee of the convention, and, thus invited, he could not prudently

refuse the invitation. It was an incident in the proceedings of the convention which by its own unsought act was specially dignified—made important—but an incident which the *B. of L. E. Journal* totally ignores.

The editor of the *B. of L. E. Journal* could not find in two issues room for so much as a mention of Brother Hannahan's visit to the convention, and not one word of allusion to his masterful address. The committee on thanksgiving formulated thirty-eight separate and distinct thanks; they go so far as to return thanks for a "bootblack at their convention hall," but there is no word of recognition of Bro. Hannahan; no reference to his presence; no thanks for his address, which Chief Arthur lauded and magnified. Bro. Hannahan was invited to address the convention. This body appointed a committee to invite Bro. Hannahan into its presence, but the *B. of L. E. Journal* hasn't the space for so much as a "link" mention of the incident. There is a thank for a "porter" and a "bootblack" but no thanks for an address that Chief Arthur deemed worthy of unstinted eulogy. Such is the disposition of the *B. of L. E. Journal* when dealing with anything requiring a mention of the B. of L. F.

How stands the case with the *Locomotive Firemen's Magazine*? P. M. Arthur was the guest of the B. of L. F. convention at Atlanta. He, too, got an ovation. He, too, made a speech, and there was space in the *Magazine* to print every word of it, and to say a hundred pleasant things of him besides. We didn't overlook him. We didn't ignore him. We didn't treat him with silent contempt. No, that is not our style. Grand Chief Arthur was not invited to address the B. of L. F. convention that "bad feelings" might be created by ignoring him, as the *B. of L. E. Journal* has treated Bro. Hannahan with mute disdain. But the *B. of L. E. Journal* is true to its instincts. Hunt its pages from first to last, and a paragraph of ten lines will contain all reference it ever made to the B. of L. F., while the *Firemen's Magazine* has studiously sought to give prominence to the conventions of the B. of L. E. and from fraternal considerations has published the full text of Grand Chief Arthur's addresses.

Let it be understood that Brother Hannahan is not complaining. It may be that the "link" motion of the editor gave out just at the time Hannahan's speech was to be linked to the chain of thoughts which so frequently distinguish the "strict neutrality" of the *Journal*, at any rate, there was no place for "linked sweetness," long or short, for Bro. Hannahan. And yet, the links that bind the two great Brotherhoods together were strengthened by Brother Hannahan's address. It was full of the inspira-

tion of hope for that better day a coming, when the two Brotherhoods, under the guidance of men who believe in federation as a means of resisting wrong and securing the right, will march forward on parallel lines to victory.

It is estimated that "the amount of money taken out of this country by tourists and spent in foreign travel is much larger than most people imagine. Estimating the average expense of visitors at the Paris Exposition from America at \$500, the expenditure of the 80,000 travelers reaches the enormous aggregate of \$40,000,000. The amount will doubtless exceed \$40,000,000, and some place it as high as \$100,000,000." Many of these Americans go abroad for worthy motives and spend their money judiciously. They go to see and to learn, others go for pleasure, and for health, others still, the fool element, very numerous, to acquire habits of snobbery and to make the name of "Americans" ridiculous. There are others still, like Miss Caldwell, who go to Europe to "root about," as Bill Nye says, among the ruins of old families, for high bred paupers with a title to marry. It's a disease, like hog cholera or small pox, and will have to run its course in spite of all quarantine regulations.

The Pennsylvania Railroad system West of Pittsburgh, put into operation on the 10th of November last, a regulation that the headlights of all side-tracked engines shall be curtained at night. The purpose of this innovation is to enable engineers of approaching trains to more clearly distinguish switch and other lights and not be blinded and confused by the glare of the headlight. In conformity to the new rule, all engines are being provided with a curtain and spring roller, by means of which the headlight may be obscured readily upon the engine taking a side-track.

A DISPATCH says that "a car containing one moose, one antelope, and two deer for Austin Corbin, reached Claremont, N. H., yesterday, from Mandan, N. Dak. In a collision, one elk and one moose were killed and three deer escaped to the woods. Eight deer, three antelopes and one moose died afterward." It would seem to be proper for Austin Corbin to scour the wilderness for wild animals to populate his Russianized anthracite regions. No notice is made of securing a royal Bengal tiger, a regular man-eater—Corbin himself, answering every demand in that line of beast.

Efforts are being made to establish a cigar trust. It is likely to end in smoke.

AN OPEN LETTER TO P. M. ARTHUR, ESQ.

TERRE HAUTE, December 20, 1889.

*P. M. Arthur, Esq., Grand Chief B. of L. E.,
Cleveland, Ohio:*

DEAR SIR:—I address you this open letter from considerations which will appear as I proceed.

It is not my nature to be boastful, but in justice to myself it is becoming to say that I reverence age when it sits with becoming grace upon a man's visage, and its fruit is a generous recognition of proprieties and an experience which will not tolerate bigotry and egotism.

I make no apologies for my youth as compared with your years, since I am no more responsible for it than you are for your age, but I should hasten to apologize should I so far forget what is due under the code which regulates the conduct of gentlemen, as to attack a man, young or old, a real or supposed enemy, behind his back, or make any charge affecting his standing, in a deliberative body when he was absent, and therefore unable to meet his assailant on the spot.

If my readings are correct, if I have any comprehension whatever of the principles which govern the conduct of gentlemen in such matters, they scorn to attack a man from behind, or to assail him, call in question acts or motives when they know his absence affords them protection and immunity from merited rebuke and exposure.

Cowardice has no defenders in the ranks of honorable men, and in the case of denouncing a man in a public meeting, knowing him to be absent and beyond call, is an offense so at war with all things directly or remotely honorable, that the world will not permit the plea of old age to condone it unless it be in such instances where the infirmities of years are productive of mental feebleness and decay.

At the convention of the Brotherhood of Locomotive Engineers, held in the city of Denver, on or about the 26th of October last, I am credibly informed by a gentleman present that Grand Chief P. M. Arthur took the floor, and following complimentary reference to my colleagues, Brothers Sargent and Hannahan, and all the members of the Firemen's Brotherhood, continuing, said that "Until Mr. Debs retracted statements made in the Firemen's official organ against him, and the men he represented, he (Arthur) could not be his friend."

I am not informed in general nor in particular what statements have been made "in the Firemen's official organ" against Grand Chief Arthur, the penalty for which is the loss of his friendship and the gain of his enmity.

In declaring that you are no friend of mine, and as a corollary, my enemy, you vastly magnified the real or supposed offense,

which you must have had in your mind, in the opinion of those who heard you.

Now, I assure you, that I am not your enemy; on the contrary, I have been your friend: when after years of obstinate arrogance toward all other labor organizations, in an extremity brought about by your ideas of "exclusiveness" and "entangling alliances," you were compelled to abandon your lofty position and recognize other organizations of laboring men, the grand officers of the Firemen's order (I was no exception then), too magnanimous to humiliate you, gave you full credit for your change of heart and paid you a tribute of personal friendship in the hope of enlisting your cooperation for the good of all, and the *Firemen's Magazine* (April number, 1888, page 248) complimented you in terms that left no doubt as to its fealty to you and your interests.

In this, I have the advantage of you. My friendship for you has been of that type, which, while crediting you with all the virtues you possess, has, as it seemed proper, pointed out your mistakes, for your own welfare, mistakes that often aroused my compassion, but which never made me your enemy, however much applause, on certain occasions, in your absence, I might have won by declaring myself your foe until you humbly retracted any statements you might have made. I do not nurse nor cherish enmities. I do not vault into any arena, to designate persons by name, to tell the audience I am not their friend, or lay down a rule which they must follow to secure my friendship—my recognition and my fellowship. In this, you will observe, I differ widely from you. But what are the statements to which you refer, that prompted you at a great meeting in Denver, to make me a victim of your ill will? What is it that you want me to retract? Why does the Grand Chief wave his autocratic sceptre and declare that "Mr. Debs" shall "retract" certain statements, and that until the decree is obeyed, his friendship will be withheld? Again, I ask, what statements?

Does the Grand Chief, who is the Chief Editor of the *Engineers' Journal*, desire that the "*Firemen's Magazine*" shall pursue a course of cowardly silence, when the Brotherhood of which it is the organ, is insulted and assaulted? Does the Grand Chief propose to run both publications, the *Engineers' Journal* and the *Firemen's Magazine*, in the same rut? Does the Grand Chief propose that when he takes snuff, I shall sneeze? that when he prays, I shall say amen? and, that when this self-abasement is declined on the part of "Mr. Debs," the Grand Chief will forthwith inflict the penalty of withdrawing his friendship, and secure sympathy and applause, by removing bandages and plasters, and exhibiting his sore toes in pub-

lic meetings, and proclaiming that until "Mr. Debs" "retracts, these sores shall never heal?"

Had "Mr. Debs" been present, and permitted to reply, the Grand Chief would have been as silent as is the *Journal*, of which he is the chief editor, upon all vital questions relating to the welfare of working men. Had "Mr. Debs" been present, he would have demanded of Grand Chief P. M. Arthur to name his grievances against the *Firemen's Magazine* and its editor. What statements had appeared against Grand Chief Arthur which must be retracted, that "Mr. Debs" might bask in the sunshine of his friendship? I say, had I been present at the Denver meeting when you assailed me, and had been permitted to reply to your attack upon me, I would have made you then and there tell the meeting what statements you desired retracted. I did not have that privilege, and hence I address you this open letter.

The *Locomotive Firemen's Magazine* is always careful to be right, when, for the honor, dignity and independence of the Order of which it is the official organ, it arraigns any one who is openly or covertly its enemy, whether it be Austin Corbin, John Livingstone or P. M. Arthur. The *Locomotive Firemen's Magazine* has boundless contempt for hypocrisy in any and all of its guises. Pharisaism, with its entire brood of artifices, deceptions, tricks and double-dealings, finds no resting place in the *Firemen's Magazine*, and I do not hesitate to avow that in the past it has called to account P. M. Arthur, Grand Chief, and chief editor of the *Engineers' Journal*. The indictments of P. M. Arthur, which have appeared in the *Locomotive Firemen's Magazine*, were not made in the dark; not made in a meeting where P. M. Arthur could not be heard, but in a publication widely circulated, and regularly placed where P. M. Arthur could read and ponder every word, and if the allegations were not true, if they were false, why did the chief editor of the *Engineers' Journal* remain silent? Why did he wait for an opportunity, when he knew he was protected from exposure, to assault his man? The explanation is easy. It was because he was wanting in those essentials that scorn the semblance of foul play.

And now, let us get down to particulars. I aver that P. M. Arthur has declared that he never had, and that while he was Grand Chief of the Brotherhood of Locomotive Engineers, he never would coöperate with any other labor organization.

Is that one of the statements which you, in your Denver harangue, demanded that I should retract? Would it not be better for you to first deny the avowment? Will you do it?

I aver that you favored the law prohibiting a member of the Brotherhood of Locomotive

Engineers, who was a member of the Brotherhood of Locomotive Firemen, from representing his Division in a convention of the Brotherhood of Locomotive Engineers until he had ceased to be a member of the Firemen's order. Do you deny the charge? Is that one of the statements which you, in your Denver address, demanded that I should retract, to gain your friendship?

You favored the enactment of the law of your Order compelling engineers, members of the Brotherhood of Locomotive Firemen, to abandon their Order, that they might become members of the Brotherhood of Engineers. Is that one of the statements which, in your Denver speech, you demanded I should retract if I ever expected to realize your recognition as a friend? Do you deny the statement? Is it not true? Was it not such things as I have stated that produced the "ill-feelings" about which so much has been said and written, and for which you, more than any other man, more than all other men, are responsible?

You have been the uncompromising foe of federation, and as such you have done more to embarrass and postpone the federation of railroad employes than any other man—possibly more than all other men combined. Do you deny the charge? Do you plead not guilty? No, you do not. The great Brotherhood of which you are the Grand Chief, were you to deny the charge, would render a verdict against you in one minute. You are the recognized, implacable foe of federation. There is not a railroad corporation in the country that does not know you to be unalterably hostile to federation.

Are such statements included in the number which you demanded I should retract, when you assailed me and announced the withdrawal of your friendship?

Was it my criticism upon your appointment of a committee to settle the C., B. & Q. strike, which offended you? In that matter you totally ignored the Brotherhood of Locomotive Firemen, and I execrated you for your deliberate insult to that organization. If that is the grievance for which you demand an apology, say so.

In my absence, out of danger from a reply, your courage was equal to the occasion. You could attack with impunity. Locked in and guarded, applauded to the echo, you could cut and thrust, knock down and drag out and everlastingly annihilate an opponent a thousand miles away. A man of such courage ought to be equal to a demand in all regards fair. Engineers and firemen like fair play—all honorable men like fair play. And now, I challenge you to debate with me, at any time, before any audience, anywhere you may choose, any grievance you may have against me. I prefer the meeting should be open—free to all. You shall have an opportunity to state your griev-

ances and designate what I have written, the penalty for which you branded me as a slanderer before the convention of the Engineers' Brotherhood.

And when the discussion is ended, if you should be possessed of more magnanimity and less bigotry than now, if you should have a fuller comprehension of the rights of the Brotherhood of Locomotive Firemen and other labor organizations, their courage and independence, and power to resist degradation, no matter by whom suggested, you will be largely benefitted, and you may be assured that in your enlightenment and expansion no one will rejoice more heartily than myself.

I assure you that any eulogy that may at any time suit you to pass upon any of my fellow Grand Officers, even though it is done to give point to your malice towards me, will meet my hearty approval, but when you were assuring Brother John J. Hannahan of your distinguished respect and consideration for him, it was well for you that at least two witnesses were not present, for in that event your words might have blistered your tongue.

While I, with such ability as I could command, have supported every measure designed to advance the interests of organized labor, you have opposed every measure of reform that has been proposed—so far as I am informed—and what advance has been made by workmen, aside from such success as may have attended their own order, has been achieved in spite of your protests and opposition. Would you have me retract such statements, that I may receive your pardon? First, deny the statements. Do it in any way your pleasure may dictate, in a secret meeting, on the house top or in the *Engineers' Journal*, all I ask is that you put your denials in proper form and permit me to see them.

In closing this somewhat extended communication, permit me to urge upon your attention the propriety of pointing out the "statements" you wish me to retract to secure the boon of your friendship. After making the schedule you should deny each allegation. In doing this you create an issue. As the case now stands, I do not know what "statements" you refer to, or whether you admit or deny their truthfulness, and in the meantime permit me to congratulate the great Brotherhood over which you preside for having performed an act of justice at Denver which meets with my unqualified approval, and which I accept as an assurance that in spite of your influence other acts will follow until the Brotherhood of Locomotive Engineers shall be as renowned for the justice of its legislation and its sympathy with other labor organizations of workmen, particularly railroad employes, as it is for its wealth in numbers and skill, and

its importance in carrying forward the great enterprises of the age in which we live.

Respectfully yours,
Eugene V. Debs.

SENIORITY IN PROMOTION.

The question of seniority primarily relates to age, as between senior and junior. Incidentally, it may relate to rank, to position. In such connections, education, qualification, industry, ambition is not necessarily considered. A man may be a senior in years, and in employment, and still be less qualified for promotion than his junior in these regards.

We are every day confronted with the fact, in all of the avocations of life, that some men are active, industrious and ambitious, availing themselves of every opportunity to improve their minds, husbanding their time and money, mindful of the future and studiously and conscientiously preparing themselves for promotion, for an advance in their chosen field of endeavor. They bear in mind the trite motto that "there is always room on top," and they struggle to rise, and to use a phrase, they usually "get there." While this is true, it is equally veritable that there are others who are indolent, careless, improvident and unambitious. They squander their time and their money and are negligent of opportunities to educate themselves, and who seem to be oblivious of the fact that merit, now more than ever before, perhaps, is taken into consideration when the time comes for promotion.

In discussing the subject in hand, we shall indulge in no circumlocution, on the contrary, we shall be direct.

We have briefly outlined characteristics of two classes of workmen, found in every department of labor, and for that matter in every department of human endeavor, and as a matter of course the two classes are found in the ranks of locomotive firemen.

It goes for nothing to say that there are instances in which sturdy merit does not win the coveted prize. The rule is that merit does win in the long run, and the exceptions in this, as in all cases, demonstrate the correctness of the proposition.

As a rule, railroad corporations want men of unquestioned competency to fill every department, and in no department is the requirement of greater concern than in the moving of trains.

It is a fact which should have due weight with every fireman, that railroad officials study their employes with special reference to promotion, because responsibilities increase with every advancement, and it is at this point that merit assumes special prominence. It is also at this point that the claims of seniority are supposed to have preponderating weight. It may be said in the way of illustration, that a railroad official who has

the appointing power wants an engineer, and that the policy of the road is to promote firemen. Suppose there are twenty firemen on the road, that five have been in the employment of the road three years, five four years, five five years, and five six years. The five who have been in the employ of the road six years are the seniors of the other fifteen, hence, the claim that one of their number should be promoted. Manifestly, all things being equal, there can be urged no good reason why any one in the ranks below six years' service should be promoted over the seniors. Under such circumstances to disregard seniority smacks of rank injustice. It demoralizes the entire force. It is the worst thing that the official could do. It is suggestive of unworthy motives. It is a crushing blow aimed at honorable ambition. Firemen say, and are justified in saying, that the promotion was secured by dishonorable means; that the official had been influenced by considerations of the most vicious character, involving the manhood of the man promoted. They charge that the promoted man had secured his advancement by bribes, by sycophancy, by abject fawning, by lick-spittleism, and that the official, pleased with such selfish subserviency, had rewarded it by promotion. As a result, there is a feeling of resentment inseparable from an act of such flagrant injustice which begets enmity and contempt. Such an official is an enemy of the road that employs him, and he is an enemy of the men over whom he exercises authority. Let him remain long enough and he will demoralize his force and finally bankrupt the road. He is justly regarded as a poor, selfish creature, totally destitute of that integrity of character which should preeminently distinguish a man in his position.

That is one side of the case. But there is another side of the subject of still greater gravity. In the case under discussion seniority may mean nothing but mere years in the employment of the road—merely a question of time. The man who has been a fireman six years is the senior employé of the man who has worked only five years, and so on down. When the time comes for promotion there should be and there will be other questions asked besides those which relate to years. It is right and proper that such should be the case, and here we refer to the fact again, that the fireman who has been watchful, studious, honorably ambitious to succeed in his chosen calling, who has husbanded his time and his money, and who has established his reputation for intelligence, though he may have served but five years, or four years, or, indeed, three years, may be better equipped for the position of engineer than the man who has served six years and has neglected his opportunities to improve his mind and add to his store of

knowledge, and we hold that under such circumstances merit, and not seniority, should influence promotion.

If men aspiring to promotion are unable to comprehend the value of equipment in its largest and best sense, and rely solely upon seniority for advancement, they should be taught that something more is required, and this lesson they are likely to learn to their great disadvantage.

The question of promotion is one of great importance to locomotive firemen. It has been the purpose of this *Magazine* to contribute its full share of effort to influence firemen to prepare for promotion by forming habits of study and investigation, so that when the auspicious day arrived, and the road upon which they were employed needed an engineer, their qualifications would be equal to the requirement.

We hear it intimated that there are firemen who are opposed to seniority, and would have promotion from the ranks regardless of service. We do not suppose that railroad corporations will enact any iron-clad rule relating to promotion. It often happens in the army and in the navy that seniors are "jumped," while the rule remains that, all things being equal, merit, qualifications, character, etc., the senior is promoted. The fact that juniors experience unrest in view of remote probabilities of promotion is natural, and often leads to resignation; but when a junior of no greater merit than a senior is promoted the influence such an act exerts is such as to seriously jeopardize the interests of the road, because it is believed to be, or is known to be the result of favoritism, which is not only a disregard of the rights of seniority, but of all other proper considerations.

Taking a broad view of the subject, we come to the conclusion that seniority may be justly urged as a prior claim to promotion when qualifications are superior or equal in all regards to those of aspirants who have a less number of years of service to their credit.

FRANKLIN B. GOWAN.

On December 14, 1889, Franklin B. Gowan, at the time, a guest at Wormley's hotel, Washington City, shot himself and died instantly.

Franklin B. Gowan was a distinguished Philadelphia lawyer. He first engaged in "the business of mining coal," possibly as a digger—probably as an employer. He was then only twenty-two years of age. He preferred law, and achieved success in the profession. So great was his success as a lawyer that in 1862 he was elected district attorney of Schuylkill county, and soon afterwards was retained as counsel for the Philadelphia & Reading Railroad, and of the Girard Coal Trust. Manifestly, he was a man of great intellectual ability—for he

was twice elected President of the Philadelphia & Reading Railroad—a position now filled by Austin Corbin, the wretch who has “Russianized” the Anthracite coal regions of Pennsylvania, and who smells worse than did Cologne, when Samuel Taylor Coleridge

“Counted two-and-seventy stenches.
All well-defined and several stinks.”

Mr. Gowan was a rich man, though not a millionaire; was worth about \$300,000. He had many friends, and at the time of his suicide, was in Washington City to make a law argument before the Inter-state Commission.

Mr. Gowan was in the very prime of his mature manhood, being in his fifty-fourth year. He was not over tasked with work. He had an ample fortune—a beautiful home at Mt. Airyano—an affectionate wife and daughter. He was not in bad health so far as any one had heard. As a consequence, everybody was surprised to hear that Franklin B. Gowan had taken his own life. The last seen of Mr. Gowan was when taking his lunch at Wormley's hotel on the day of his suicide. He was then “cheerful,” but retired to his room and killed himself. His friends vainly try to find a reason for his rash act. They give it up.

Franklin B. Gowan was the inveterate foe of labor organizations. He was never more in his element than when using his great abilities in trying to crush them out. His policy shrouded many a workingman's home in gloom. He was relentless in his pursuit of workingmen who dared to assert their manhood. He was succeeded as President of the Philadelphia & Reading Railroad by Austin Corbin, and what he could not do, Corbin has done. The Anthracite coal regions are “Russianized.” It is the land of degradation, more deplorable, all things considered, than that of any tribe discovered by Stanley in his march through Africa. Was Gowan instrumental in bringing about the unspeakable degradation of Corbin's serfs? Did he set the ball in motion that has finally made the Anthracite coal regions, under Corbin, a land of hideous infamies? In the quiet of his retreat from the clamor of the busy world—where there was no friendly voice to cheer him, did he see the ghosts of workingmen upon whom his terrible power had fallen? Did he see women and children in the grasp of starvation pointing their skinny fingers at him and fixing the gaze of their sunken eyes upon him? Did he see them crunching in their cave dwellings, poor famishing victims of men as heartless as hyenas? Was it too much for him to fear? Was death preferable to such a life of agony? Did conscience assert itself, until the brain was wrecked, and the imprisoned soul demand-

ed that its prison house should be opened that it might depart from such environments? We could have wished the enemy of workingmen a less awful fate. But justice, paint it as we may, has penalties to inflict upon those who in the pride and pomp of their power make toilers their victims. The mills of the gods may grind slowly, but they grind surely and ceaselessly. Besides, there are more mills now than formerly. The workingmen are *federating* with the gods, and unless we are greatly mistaken there will be more suicides of those who use their power to make the world a desert for men who are ceaselessly toiling to make home bloom like the rose. Will such sneaks as Austin Corbin take warning before he, like his predecessor, shall become so weary of life as to end it with a bullet?

AMERICAN FEDERATION OF LABOR.

We have before us the address delivered by Samuel Gompers, Esq., president of the American Federation of Labor, held in Boston in December last.

President Gompers is one of the most brainy men now connected with the great labor movement of the times, and all that he says receives special attention. It is too early at this writing for the *Magazine* to give an intelligent synopsis of the proceedings of the convention, which we hope to do in our February issue, but in the absence of such a summary some extracts from the able address of President Gompers will, we believe, be interesting to our readers.

President Gompers, in the opening sentences of his address felicitously outlines the purposes of the organization over which he presides by saying:

To protect the innocent and young, to raise man and woman from the sloughs of poverty and despair to a proper appreciation of their rights and duties is worthy of our best efforts, our highest aspirations and our noblest impulses. Let us endeavor by the nature of our conclusions at this convention to add one more step in this direction, we shall be just so much nearer our goal, and make the final so much easier of attainment.

In pursuing his subject President Gompers refers to federation as follows:

The executive council have endeavored to secure the co-operation, and to establish fraternal relations with all labor organizations. During the year correspondence was opened and continued with representative men of labor in Europe as well as in this country, and with good results. *There is no doubt that had the Brotherhood of Locomotive Engineers thrown aside their policy of “isolation,”* which is unworthy of their grand organization, there would have been established a federation of all railroad workmen. That this is desirable, and would be advantageous to them as well as the entire body of people, I think, all observers will admit. That it will soon be achieved is my fervent hope.

We are in full accord with Mr. Gompers in relation to the power of federation to secure for workmen their rights, which have hitherto been ignored, and feel satisfied that at no distant day all railroad employees will adopt federation.

Referring to the eight-hour movement, President Gompers says:

When we met last year at St. Louis the combined forces and influences of the employing and speculative classes so thoroughly awed the working people into submission that every meeting night of labor organizations was but the repetition of the various notices of the reduction in wages, the imposition of obnoxious rules, the presentation of iron-clad obligations to sign away our right to organize for self-protection, propositions to increase the hours of labor—in a word, labor seemed to have no right, economic or political, that capital was bound to respect.

It was at this time that our proclamation to the world was made, to call the toilers of the country to the movement to enforce the eight-hour workday, May 1, 1890.

From that moment a change took place. Hope was instilled into the hearts and minds of the workers to supplant despair. The rallying cry of eight hours was sounded. The working people again stood erect in their manhood. The tide had changed.

I trust that the charge may not be made that we took a too optimistic view of the situation, or that the condition of labor is "satisfactory" to us. On the contrary, the very fervency of our advocacy of the movement to reduce the hours of labor, is the best evidence we can give that we are at war with wrong, and that our best efforts will be devoted to the eradication of every injustice and evil from which labor suffers.

My purpose in calling attention to the change in the situation is to refute the idle talk of failure and to assert that our movement has already been fraught with good results.

It has arrested the downward tendency of the labor movement. It has forced, to a marked degree, the public discussion of our proposition. We cannot afford, however, to rest upon the vantage ground, stimulated by our success thus far, we must be nerved for a renewed activity, an unbounded enthusiasm and an eminent practicability.

The following suggestions of President Gompers ought to be productive of such concert of action on the part of labor organizations as to secure success. He says:

The Government is about to undertake a census in 1890. I desire to call your attention to the omission in the present law of any provision to ascertain the number of the unemployed and the duration of such a lack of employment. I cannot persuade myself into the belief that the omission was not designed. The law for the census of 1880 contained the provision, yet the superintendent failed to collect or present the data as required. Every other interest of the country is to be rigidly inquired into, except the one upon which the future of the country more surely depends. A petition up-

on the question was prepared and widely circulated. I recommend that the matter may receive your careful attention with the view to demand an amendment covering the omission.

We are fully in accord with President Gompers in his suggestion of a Labor Congress. He says:

From present indications it is the intention to celebrate the 400th anniversary of the discovery of America by Columbus, by a world's fair in 1892. It seems to me that the time would be propitious for holding the first International Labor Congress in the United States. I therefore suggest that the Executive Council be authorized, as soon as the question is decided by Congress, to extend invitations and proceed to make arrangements for the holding of an International Labor Congress in the city selected for the exposition.

Manifestly, the workmen of America are waking up; are seeing their opportunities, are comprehending their importance, and have determined to make the most of them.

It was announced early in November last, that W. L. Scott, had written a letter to the people and property owners of Spring Valley, Ills., in which he howls like a spaniel, about the refusal of miners to accept the degradation of serfs. Among other things he says:

"The final decision of the men is that they will not sign any contract or be controlled by any rules. We have now patiently waited for six months in the hope that some fair and satisfactory arrangement could be arrived at which would place us on a similar basis with other mines in your state. It is not now a question of wages between the miners and our company, but is whether we can control the working of our mines by fair and just rules or no rules and government at all. It is to be hoped that no coal property located as the Spring Valley mines are and possessing the natural advantages they do can be made valueless by men supported by charity mainly contributed by persons whose interests are inimical to yours and to those of the Spring Valley company."

We notice in the *Chicago Tribune* of late date, the following:

When the letters asking Chauncey M. Depew for railroad passes were published a while ago, one from W. L. Scott was overlooked. This is the way Scott asked for a pass:

ERIE, PA., Sept. 25, 1886.

My Dear Mr. Depew:

I don't often ask for favors in the way of passes, but if I could get an annual pass, good until January 1, over the New York Central Railroad—and it would suit me better if I could get it from New York to Erie—in favor of Harry Butterfield, it would be of great advantage to me in my fight here in this district; and, although you are a Republican and I am a Democrat, we do not differ much in regard to our views in connection with corporate property, and I may be able to serve these interests, should I

pull through again. I am sure the pass would be used three times between now and January 1.

Yours truly, W. L. SCOTT.

Here is an exhibition of Scott, well calculated to acquaint the public with the fact, that he is essentially contemptible. While seeking to degrade working men, he plays the role of a base lickspittle; he seeks to barter his influence, if he gets a chance to exert it, for a railroad pass. He offers himself for sale, gets his price, a pass, and as opportunity offers will do what he can for "corporate property." He is another Austin Corbin, and is as destitute of Democracy as Hell is of ice water. Such are the sneaks who disgrace politics, and bring legislation into contempt. They should be stripped naked and lashed with whips of flame through the world. They should be made to climb a tree or take water, and we can do no better than to put John Livingstone on his track, and "sic him on."

Literary Notes.

Dion Boucicault, the veteran author, playwright and actor, contributes a paper to the January *Arcan* which will doubtless excite much criticism among the worshippers of Shakespeare. Mr. Boucicault, under the caption "Spots on the Sun," talks of some of the blemishes found in the works of Shakespeare. The article, although a criticism, is written in the best of spirit; the author at all times showing the profound respect he entertains for the greatest of dramatists. One point Mr. Boucicault emphasizes which, although well-known to Shakespearean scholars is not generally understood by those who have given little attention to the literature of the stage, and that is the fact that Shakespeare built up most of his dramas on the skeletons of plays then extant.

Though the Johnstown disaster occurred more than two months since, the interest of the public in so remarkable an event has not ceased to be active. H. S. Goodspeed & Co., of New York, have just issued a very complete and richly pictorial history of the event, which is a work of the deepest interest and power. No reader will care to lay aside this thrilling narrative unfinished. In the world's horrible records of evil wrought by the untamed forces of nature, few catastrophes have been more heart-sickening. The fearful loss of life, the vast waste of property, the great interruption to business, destroying the complex machinery which fed so many thousands and contributed to the interests of the whole land, are hard to match. Death and ruin take a thousand shapes, but rarely have they assumed a guise so horrible as that in which they rushed down on the people of Conemaugh Valley. The record cannot fail to be of perennial interest, and to stir the hearts of all who read it for the next generation to come, for such a catastrophe, mercifully comes but once in a century. If so often. Enough time has now elapsed to enable the proper verification of the facts to be made, and a careful and studied statement to be given to the public worthy of so startling a subject. Any hurried and haphazard

narrative of an event which stands so unique in our history, is far from doing it even partial justice. The author has given us in this book a record both vigorous and accurate, and every reader should have the work in his hands. The book is an octavo handsomely printed and bound, and contains 522 pages, embellished with forty-eight fine full page illustrations.

In our notice of the book recently published by Thos. Pray, Jr., of Boston, Mass., entitled "Twenty Years With the Indicator," we failed to state that the price of the volume is \$2.50, postage prepaid. The book has met with a flattering reception and is having a wide reading among railroad men. Orders should be addressed to Thos. Pray, Jr., Box 2728, Boston, Mass.

The *National Magazine* for January announces two new and valuable departments—"Biblical Literature" and "Pedagogy"—with Rev. J. C. Quinn, Ph. D., and J. S. Mills, A. M., President of Western College, as editors. Agricultural readers will be especially interested in the new "Institute of Agriculture," described in this number—a part of the University Extension System of the National University of Chicago, whose non-resident or correspondence under-graduate and post-graduate courses have met with such favor. Other articles are by Prof. E. A. Birge, of the University of Wisconsin, and eminent specialists. Published at 147 Throop street, Chicago, Ill. Subscription, \$1.00 per year. Sample copy, 10 cents.

Consider SCRIBNER'S MAGAZINE when you are deciding upon your reading matter for next season. The subscription rate is low—\$1.00 a year.

The standard of the *Magazine* is high.

Its spirit progressive,

The illustrations are interesting and of the best.

There is not space here to give even a summary of the new features to appear next year, but among other things there will be a NEW DEPARTMENT and ADDITIONAL PAGES, and groups of illustrated articles will be devoted to the following subjects:

African Exploration and Travel.

Life on a Modern War Ship (3 articles).

Homes in City, Suburb and Country.

Providing Homes Through Building Associations.

The Citizen's Rights.

Electricity in the Household.

Eriesson, the Inventor, by his Authorized Biographer.

Hunting.

Humorous Artists, American and Foreign.

There will be three serials.

Robert Louis Stevenson will contribute in 1890.

Each subject, and there will be a great variety this year, will be treated by writers most competent to speak with authority and interest. Readers who are interested are urged to send for a prospectus, 25 cents a number; \$1.00 for four months.

CHARLES SCRIBNER'S SONS,

743 Broadway,

New York.

The railroads of the country offer a rich field for the story writer, and one that has hitherto been very

little worked. That popular illustrated weekly magazine, *The Argosy*, having a regular circulation of nearly 100,000, has turned its attention to the subject, and announces a series of continued stories on railway life, from the pens of well known authors. "Check No. 2134," by Edward S. Ellis, is now appearing in its columns, and has attracted a good deal of notice. Being based on actual experiences, it is vivid and true to life in its incidents, besides being full of varied adventure, and having a strong and well developed plot. Every one who is interested in railroads, railroad men and telegraphers will find this a fascinating story. "Check No. 2134" will be followed by a story named "The Trainboy," by the famous author Horatio Alger, Jr., and *The Argosy* will then publish a third serial entitled "The tour of a Private Car," by Matthew White, Jr., beside other first-class serials and short stories. The marvel is how the publishers can afford to give so much for the price, each issue containing over 50,000 words, or as much as an ordinary \$1.00 bound book.

It is published by Frank A. Munsey & Company, 81 Warren St., New York, at \$4.00 per year, and can be obtained of newsmen each week for ten cents per copy.

THE ARENA.

We are in receipt of the *Arena* for December, a specially bright and attractive number, full of choice reading, placing it at once on a firm equality with the best publications of the kind in the country. We are particularly interested in the paper by George E. McNeill, on "The Democracy of Labor Organizations." Mr. McNeill says:

"Invested personal interests, whether political, religious, or industrial, are necessarily antagonistic to human progress. Evil, whether spelled with a capital D or not, insists that all changes, unless proposed by the defenders of existing conditions, are dangerous. The same cry of non-interference that protested against every step from serfdom and chattel slavery, now cries out against the larger liberty of labor; and when organized effort seeks relief or remedy, the organization is condemned as foolish, dangerous and tyrannical.

For some years past the attention of thinking people has been attracted to a consideration of the dangers that threaten our free institutions and industrial progress from the tyranny of organized capital, in corporations, trusts, and syndicates. To call off attention from themselves they raise the cry of the tyranny of labor organizations, and their salaried and otherwise enriched servants re-echo the cry."

Another paper that should have the widest possible reading, is that of Hudson Tuttle, on "A Threatened Invasion of Religious Freedom." The writer points out vividly what was done by the framers of the Constitution and the fathers of the Republic to guard against religious intolerance, and says:

"On this foundation the nation has grown for a hundred years, with a separation of Church and State, not as complete, however, as the founders intended, without a protest until the present reaction of the 'Reformers.' They would so amend as to 'place the usages in our government on an undeniable legal basis.' In the fundamental law of our nation, especially those which secure a proper oath and which protect society against blasphemy, Sab-

bath breaking and polygamy. 'The real meaning of this ambiguous tautology simply is that there should be constitutional recognition of laws which compel the observance of Sunday by attendance at church and an official *test oath*, that will exclude all but church members from office, and disfranchise them. It means a theocracy, a form of government which sad experience has taught to be the most cruel, narrow, utterly immoral, extortionate and tyrannical, possible to impose on a people.'

We heartily commend the *Arena* to the attention of the readers of the *Magazine*.

The factories of the Dueber Watch Case Manufacturing Company, and the Hampden Watch Company, at Canton, Ohio, are the largest in the world, and the only establishment where complete watches are manufactured upon the same grounds, in the same locality, and by the same firm. The great success of these two factories rests upon two well-known maxims, which have been successfully applied to the manufacture of the Dueber-Hampden watches, ever since the commencement of their business:

First: "What is worth doing, is worth doing well." No watch case or watch movement has ever been allowed to leave the factory unless complete in every particular, and with that excellence of manufacture and attention to detail which is characteristic of the Dueber-Hampden watches.

Second: "Honesty is the best policy." All watch cases bearing the name "Dueber," and their various trade-marks, have always been, are now, and always will be, exactly as represented. The purchaser of a watch, unless he is well posted in the different trade-marks and stamps which are printed upon the various styles and makes of watches sold by dealers throughout the country, is often at a loss to determine as to the quality and value of the watch he is buying, as very often the stamps and trade-marks are not always a guarantee that the watch is what they indicate; but we wish to say that the name "Dueber," and the trade-mark, an anchor on a shield, has never been placed upon any low karat watch cases, poorly constructed filed cases, or low quality of silver cases of any description. This is equally true of the trade-marks of the Hampden watches. In short these goods have never been manufactured with an intent to deceive the public in any way; and the well-known name, "Dueber," and the Hampden trade-marks on a watch has always been a guarantee throughout the trade for a genuine article and no attempt at fraud or chicanery. The Dueber-Hampden watches are manufactured from the very best material, by the most skilled workmen, in a thorough and workman-like manner and superior style. They have attained a National reputation and purchasers find the advantage of supplying themselves with an honest standard watch case and watch movement. Railroad men, especially, in buying a Dueber-Hampden watch, will be sure, if they purchase a Hampden watch which is stamped "Adjusted," that it is actually what it is claimed to be, and not simply adjusted in name only.

The splendid record which Dueber-Hampden watches have given upon many thousand engines, amongst multitudes of train hands, etc., throughout the United States, is the best evidence of their high and superior quality and the perfect satisfaction which they have given their owners.

The frontage of the factories where Dueber-Hampden watches are made, at Canton, Ohio, is 1,400 feet. The buildings are made of pressed brick, three and some five stories in height, filled with the finest and latest improved and most perfect watch and watch case making machinery ever made. The Dueber-Hampden Company do not make any of these so-called cheap watches which are advertised so extensively through the medium of catalogues, and through schemes of giving them away by grocers, tobacconists and soap dealers; but can always be found on sale with all first-class and reliable jewelers and watch-makers throughout the United States and Canada. If you wish to buy a watch buy a Dueber-Hampden. It is well known to railroad men that this journal is not inclined to deal in fulsome puffery of any article advertised in its columns, but at the same time it always gives us pleasure to note the progress that modest merit is sure to obtain.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month

TAYLOR, TEXAS, November 13, 1889.

MR. EDITOR:—The discussion in regard to a change of name seems to be exciting general interest and I think it the duty of each and every member to personally investigate this matter so as to better prepare himself to render his verdict when the proper time arrives, which will be when instructions are given to the delegates to the next session of the Grand Lodge. The members of each Lodge should see that a delegate is sent who will carry out all instructions given him, and one who cannot be bluffed by braggadocio or wheedled by persuasion.

The following are some of the many reasons why I oppose the change of name:

The object in organizing the Brotherhood was "for the purpose of uniting locomotive *firemen* and elevating *their* social moral and intellectual standing, and for the protection of *their* interests and the promotion of *their* general welfare." The proposed change would defeat this object by assuming that *firemen's* interests were not paramount to those of *any other* calling and would leave a desire among a great many *firemen* to form an organization that they could call their own. I honestly believe that if we should desert the old name that there would be a sufficient number of dissenters to perpetuate the Brotherhood of Locomotive Firemen; that is, others would begin where we leave off. If this should occur the old Brotherhood would be encouraged by the B. of L. E. for the purpose of defeating a rival, and thousands of our members would secure a membership unless we pass a law similar to the one we have condemned others for enacting.

It has been advanced as a reason for the change "that we can protect our engineers" from the importunities of members of the B. of L. E. more effectually than under the present name. My judgment would lead me to believe that the result would be *directly the opposite*. While a pressure is now brought to bear upon B. of L. F. runners in a mild manner then it would be open warfare and I can't see why we would be in a better position to protect them than at present. Any extra engineer unpopular with the regular men has a very disagreeable way of making a living, and most of our runners are on the extra list.

Some say that to change the name would prevent our engineers from withdrawing to join the B. of L. E. This is absurd. If they join them now through admiration they would admire them none the less under the new name, and if they join at present through fear they would indeed then have reasons for their fright.

"What do we care for the B. of L. E.?" the gentleman from Battle Creek "remarks, and accuses those who "do care" of being "cowards," etc. I will ask

my "fire-eating" friend how he is going to defend himself from the malicious and secret attacks of the B. of L. E. should we become openly antagonized. Is he going to make a personal matter of it with the entire organization, or will he demand of the Master Mechanic his immediate discharge? There is only one way to down the engineers should we start an opposition order, and that is to seab on them, at which time you will find the writer "tending bar" or "slinging hash," with no idea of going to rail-roading again.

Last June I wrote a letter which was published in the August *Magazine* with the signature of "263." The results of the Denver Convention prove me no "false prophet" but still in the "opinion" of one "Frank Walton" in the October number, my letter has "exposed among her (the B. of L. F.) membership some of the *benighted ignorance* that is forever *standing in the way of progress*, and has been in all ages and will continue to be the *curse of organized labor*—the rock which has foundered so many *nobly planned efforts* for the emancipation of labor." Now, I believe that I love the Brotherhood of Locomotive *Firemen* better than does "Frank Walton," and if his letter in the October *Magazine* is an index to his character, will be far more beneficial to the Order, for such fanaticism as he exhibits in his writings would disrupt any organization if possessed of sufficient following. If he expects to crush opposition to his ideas by ranting, frothing at the mouth and tearing his whiskers he will be sorely disappointed, for the members of this Brotherhood have sufficient intelligence to distinguish logic from "jingoism."

He says that "when we become men we put away childish things" and classes the present name as being "childish." I will say this to "Frank Walton" and all others of his belief—that he may be a "man" (engineer), but there are several thousand "children" (firemen) left, who do not look upon the dear old name as being too "childish" to acknowledge, and demand that there *shall* be an organization that makes a *specialty* of "childish" (firemen's) interests regardless of what "men" (engineers) may say or think.

Many writers—including our worthy editor—say something about making the change by "putting it to a vote." Section 1 of the Constitution of the Grand Lodge says "that this body shall be known as the Grand Lodge of the Brotherhood of Locomotive *Firemen*," and section 76 says the constitution "may be altered, amended or repealed at a *meeting of the Grand Lodge*," and describes the manner in which the change may be effected. If we can not wait until September, 1890, for a new "figure head," section 10 explains how we can get it sooner. I believe that it has been estimated that a session of the Grand Lodge costs about forty thousand dollars, which would be "paying dear for a whistle."

Because I think that the Brotherhood of Locomotive Firemen "must and shall be preserved," some of "Frank Walton's" ilk will no doubt shout themselves hoarse with cries of "treason!" "treason!" "TREASON!" Who will say that it is treason to stand by the old name and the constitution? That same man would have proclaimed it treason to have stood by the old flag and the Union. Although born and raised in a "rebel" state I can see the great er-

ror of "secession," and so will "Frank Walton"—and others—realize that they have erred after their pet scheme is "no more;" but they are not the class of men to ever acknowledge it.

Now, I have a few words to say in regard to our worthy Editor's style of running the *Magazine*. Bro. Debs is a man whom I have always greatly admired for his intelligence and his every trait of character, except extreme radicalism and a lack of diplomacy. This organization owes a greater part of its past success to his able efforts in its behalf, but he should not permit his injured feelings to sacrifice the fruit of his labor—he should not tear down in a day what he has labored for years to build up. He will probably say that I am a LIAR when I intimate that our little differences with the B. of L. E. have, to a great extent, made this new move so popular, but from conversations with firemen who are in favor of the new name, I find that the majority of them expect to do for the B. of L. E. what the B. of R. C. is doing for the O. R. C., and no doubt the result would be the same if the federated orders were to encourage us.

On one occasion, some years ago, our Grand Master was transacting some official business with the late H. M. Hoxie, who, at that time, was general manager of the Gould system. Mr. Hoxie called Bro. Sargent's attention to the trouble that the firemen and engineers were having and cited the *Firemen's Magazine* as his source of information. He suggested that this journalistic warfare was very detrimental to all concerned. The suggestion probably had its effect, as we saw no more of it until the past year. From remarks that I have heard Bro. Sargent make, I believe that he still disapproves of too much of it.

A delegate to the engineer's convention at Denver, and a man who was in favor of federation and the repeal of all laws unjust to the firemen, told me that the greatest difficulty they had in accomplishing these purposes was in pacifying the intense ill-feeling that existed at the Convention against Eugene V. Debs.

Our worthy Editor classes members of my belief as "infrimities," and the reasons that we offer against the change he considers "rot," but still I am not going to be guilty of calling him "names." While he has penned many able articles in regard to "Russianizing" and "tyrants," "slaves," etc. he has so "Russianized" the columns of the *Magazine* that those who differ with him fear to express their views in the "Brotherhood" department, for they know full well the ridicule and abuse that awaits them. In fact, the *Magazine* is rapidly assuming the style of some political administration organ. If a correspondent agrees with the Editor he is complimented, flattered and encored, but he that dares differ on any subject is flayed with the editor's pen. If the "machine" is to be worked at the next Convention as it is now being done in the *Magazine*, the "managers" may bring all into line by the "crack of the whip."

W. S. Carter, of 263.

The foregoing communication, we submit in all candor, requires some remarks from the Editor of the *Magazine*. Manifestly, our brother, "W. S. Carter, of 263," expects us to notice what he says. As a part owner in the *Magazine* he claims the right to ma-

align its Editor through its columns. We could by virtue of our position, deny Brother Carter this privilege, but we prefer that his attack upon us should be published. We desire that the entire Brotherhood shall have the full text of Brother Carter's arraignment. The Editor of the *Magazine*, as its Editor, must stand or fall by the record he makes in its pages. His utterances, as printed, must be witnesses for him or against him on every charge that Brother Carter makes against him. The Editor of the *Magazine* does not claim to be immaculate. He does claim membership in the ranks of "perfectionists," but he is not conscious of ever having written or printed so much as one word that by any inquisition can be tortured into treason to the Brotherhood of Locomotive Firemen. If it can be found by Brother Carter, or by any other man, friend or foe, they are in duty bound to bring it forward—publish it—let it speak our condemnation. Let the one word be put on the rack, let it be broken on the wheel, apply the thumb-screw and red-hot pincers, and as the torture proceeds let Brother Carter and those who frame indictments against the *Magazine* gather around and with dilated nostrils and protruding eyes witness the exhibition, and when it is over, if victory has crowned their undertaking they shall be welcome to their felicity, or, should it be found that the *Magazine*, under our management, has studiously, persistently and with such ability as we could command, defended the Brotherhood, kept high advanced its flag, championed its interests, defended it when assailed, sought its highest good on all occasions, then let those who hoped and worked for a different verdict, unmolesed bury their dead and gather up their envenomed shafts, which, however deadly was their aim, failed to reach their mark and fell harmless at our feet.

The Editor of the *Magazine* is not insensible to generous words. When they come warm and strong from the heart of a friend, without an "if," or a "but," or a "proviso," they are welcomed as hosts welcome friends to firesides. Brother Carter in his "few words in regard to our worthy Editor's style of running the *Magazine*," takes occasion to set him up, that he may knock him down for his own gratification and the enjoyment of those who delight in such pastimes. We reproduce a few paragraphs that our readers may rejoice with Brother Carter or sympathize with us, as they may choose. Brother Carter says:

"Brother Debs is a man whom I have always greatly admired for his intelligence and his every trait of character EXCEPT extreme radicalism and a lack of diplomacy.

In the first place the Editor of the *Magazine* is "admired" for "intelligence" and every "trait of his character," and then

comes the exception—his “extreme radicalism and lack of diplomacy.” What is radicalism? Webster says: “Radicalism means root work; the uprooting of all falsehoods and abuses.” What then would “extreme radicalism mean?”

Now, for the editor's lack of diplomacy.” What is diplomacy? Mr. Webster says diplomacy is “the science or art of conducting negotiations between nations, particularly in securing treaties.” The Editor of the *Magazine*, at the Philadelphia Convention, was appointed a diplomat to visit the B. of L. E. Convention held in the city of New Orleans in 1885. He was furnished with the proper credentials. He represented the B. of L. F. The B. of L. F. had a grievance to present to the B. of L. E. in Convention assembled. The Editor of the *Magazine* makes no pretensions to skill in the science or art of diplomacy as practiced by envoys extraordinary and ministers plenipotentiary at the courts of nations, but at New Orleans, in modest, fraternal words, carefully chosen, to avoid offense, he patiently waited the pleasure of the B. of L. E. Convention and made known his mission, which was totally ignored and the only action taken by the Convention was to still further widen the breach between the two great Brotherhoods. In what regard did the Editor of the *Magazine* “lack diplomacy?” Was it expected—was it required that the representative of the B. of L. F. should tell the B. of L. E. in convention that the B. of L. F. was a “breeding-pen” for their Order? Would it have been diplomatic for the representative of the B. of L. F. to have told the B. of L. E. that the obnoxious laws enacted against the members of the B. of L. F. were in consonance with right, justice and fraternal good will? The Editor of the *Magazine* refrained from such a course. He silently departed to report proceedings to his Brotherhood. Time wagged on. At the Atlanta Convention of the B. of L. F., Grand Chief Arthur was the guest of the Brotherhood. He was honored and toasted and feted, and to cap the climax of fraternal good will, he was presented with a silver service. In all of this, call it “diplomacy” if you please, the Editor of the *Magazine* acted his humble part without any display of fireworks, and it was believed that at the Richmond Convention the courage, the fidelity, the fraternal spirit and the sacrifices of the B. of L. F. would win a victory in the interest of both of the great Orders. Did it? Nothing of the sort. It mattered not that Grand Master Sargent and Vice Grand Master Hannahan were present and spoke generous words. It mattered not that Grand Chief Arthur had been the guest of the B. of L. F. and had eaten salt with the Brotherhood—every hope, every expectation, every

longing desire of the B. of L. F. for honorable recognition was doomed to bitter disappointment.

Is it required that the Editor of the *Magazine* should say that the action or the non-action of the Richmond Convention created universal resentment on the part of the B. of L. F.? Brotherhood Firemen looked upon the course pursued by the Richmond Convention of the B. of L. E. as a sin of ingratitude—than which nothing is better calculated to arouse resentment in the minds of all honorable men—a sin so detestable that even tramps will not tolerate it.

After the Richmond Convention of the B. of L. E. closed its labors, (including the C., B. & Q. strike without consulting the Firemen's Brotherhood) the Editor of the *Magazine*, in full accord with the prevailing sentiment of Brotherhood Firemen, began the work of “uprooting” the abuses that had been piled upon the B. of L. F. He pointed them out. He commented upon them. He sought to arouse a spirit of independence and self-respect on the part of the members of the B. of L. F., and this is what our Brother Carter calls “extreme radicalism.” Would he stamp out a falsehood? Would he uproot an abuse? Would he stigmatize the B. of L. F. as a “breeding-pen?” Would he advise members of our Brotherhood to abandon it as soon as promoted? If not, why does he or any other member of the Brotherhood arraign the *Magazine* or its Editor for standing by the order in the days of its peril? Does he want the Brotherhood of Locomotive Firemen to go with a bowed head and bended back? Does he want it to crawl when it has a right to stand erect? Does he want it voiceless when it should speak? If not, why attack the *Magazine* and its Editor in the interest of an Order, which, as the *Magazine* has shown, for years sought to humiliate the Brotherhood of Locomotive Firemen.

And now, we quote another paragraph from the communication of our Brother Carter:

This organization (the B. of L. F.) owes a great part of its past success to his (the Editor of the *Magazine*) able efforts in its behalf, but he should not permit his injured feelings to sacrifice the fruit of his labor—he should not tear down in a day what he has labored years to build up.

Here is a covert charge that in some way our feelings are “injured,” and that to gratify our “injured feelings,” the *Magazine*, under our management, is engaged in pulling down the Brotherhood of which it is the official organ. The charge of our Brother Carter is of a character which bespeaks a purpose as foreign to friendship, of candor, of an honorable purpose, as Austin Corbin could desire to see in the pages of the *Mag-*

azine. It is destitute of every brotherly amenity.

Personally, the Editor of the *Magazine* has no injured feelings towards the great Brotherhood of Locomotive Firemen. No word, no intimation of such "injured feelings" ever escaped his lips, or appeared in print. Such an intimation is an unprovoked, gratuitous libel, a shameless perversion of truth, and whether an emanation from our Brother Carter's mind, or some beguiling enemy of the Brotherhood, it is nevertheless vulgar abuse, totally unworthy of any Brotherhood fireman who is not using his position and privileges to degrade the order. Brother Carter evidently realizing the character of his diatribe against the Editor of the *Magazine* says, "He (the Editor) will probably say that I am a LIAR," (the capitalization of "liar" is Brother Carter's) but he is mistaken. He may feel that he is a liar, he may adjudge himself a liar, a slanderer, a maligner, one who makes false accusations, but we will call him nothing of the kind. In that regard we leave Brother Carter to classify himself.

With regard to tearing down the Order, with feelings of conscious integrity we invite friends and enemies alike to scan the pages of the *Magazine*. There they are. Let the purblind critics come with microscopes, telescopes and eyeglasses and hunt for the "tear down" utterances of the Editor. Brother Carter is specially invited. He will find now and then a writer with the spine of a fishworm and the eyes of a mole, with the instincts of a rodent and the brains of a cockroach, pleading the cause of the enemies of the Order in the chirping notes of crickets, and when totally at sea for argument, will place on the stand Austin Corbin, John Livingstone or some other distinguished enemy of organized labor, and who hate the robust utterances of the *Magazine* as the devil is supposed to hate holy water. It is one year since the Richmond Convention adjourned, one year since the Atlanta Convention adjourned. During all these months Brother Carter would have it understood that the Editor of the *Magazine*, to soothe his "injured feelings," has been at work tearing down the Brotherhood of Locomotive Firemen. Now, behold! The *Magazine* advocated Federation. Three great Brotherhoods are in line under the federated flag. The *Magazine* denounced the obnoxious laws of the B. of L. E. with such ability as it could command—and at least one of the laws has gone glimmering. Are these things in the line of tearing down? •

If we had been inspired to work by "injured feelings," then indeed should we realize that great serenity of mind and soul had come upon us like a benediction as a compensation for our work. Tearing down!

Why, bless your eyes, Brother Carter, you do not see. We invite you to behold our Brotherhood. Walk around it, scan its towers and bulwarks, examine its foundations, and then point out where the *Magazine* has marred the grand and imposing structure for the unholy purpose of tearing it down. If you do not find a scar made by the Editor of the *Magazine*, but on the contrary find that when our noble Brotherhood was attacked and maligned, insulted and degraded by its enemies, the *Magazine* resisted the onslaught, you need not hang your head in shame and confusion, you need not commit hari kari, you need not go up an alley and kick yourself. No! Simply have the manliness to say you were in error and maligned a brother, who, with ceaseless effort, had sought to promote the welfare of the Order you profess to love. Another quotation from Brother Carter's communication:

A delegate to the Engineer's Convention at Denver, and a man who was in favor of Federation and the repeal of all laws unjust to the firemen, told me that the greatest difficulty they had in accomplishing their purposes, was in pacifying the intense ill-feeling that existed at the Convention against Eugene V. Debs.

As the story-writers say, "the plot thickens." Our Brother Carter is getting on swimmingly. Who, at the Engineers' Convention at Denver, entertained "intense ill-feeling against Eugene V. Debs?" What was the cause of this "intense ill-feeling against Eugene V. Debs?" Why not explain? Why not tell the whole story? Why not let the members of the B. of L. E. have the height and depth and breadth of our offending? The *Magazine* had exposed the humiliating wrongs done to the B. of L. E. by the B. of L. E. The *Magazine* had championed the cause of the B. of L. E. That is what was the matter, and that is all of it. Nothing less, nothing more. The feeling of the B. of L. E. was one of intense hostility to the obnoxious laws of the B. of L. E. The Correspondence Department is conclusive on that point. The utterances of courageous firemen glow and burn with vehement indignation at the insults offered by the B. of L. E. to their Order. The *Magazine* would have been recreant to every trust, a shameless traitor in the camp, had it done less than respond to the sentiments of the Brotherhood of which it was the official organ—and yet, in spite of this "intense ill-feeling against Eugene V. Debs," some things which the *Magazine* battled for were granted. The action of the Denver Convention triumphantly vindicated the *Magazine*, and we have a right to say that nothing succeeds like success. Our Brother Carter goes out of his way to ring in the paragraph last quoted, but we are obliged to him. He builded better than he knew. The informa-

tion he received and embodies in his letter demonstrates that the *Magazine* has stood by the Brotherhood—championed its interests. No wonder that certain members of the Order in Denver and elsewhere malign its Editor and seek to make capital for themselves.

"Our worthy Editor," says Brother Carter, "classes members of my belief as infirmities, and the reasons that we offer against the change he considers rot, but still I am not going to be guilty of calling him names. While he has penned many able articles in regard to Russianizing and tyrants, slaves, etc., he has so Russianized the columns of the *Magazine* that those who differ with him fear to express their views in the Brotherhood Department, for they know full well the ridicule and abuse that awaits them." We felicitate our Brother Carter upon his courage—at least he is not Russianized—he does not belong to the infirm—though he classes himself with the infirm—with those who write "rot" instead of reason. Brother Carter doubtless knows himself where he belongs—but that the columns of the *Magazine* are not "Russianized," our Brother Carter's letter fully demonstrates—as a philippic against the B. of L. F., its *Magazine* and the Editor of the *Magazine*, the enemies of the Brotherhood could desire nothing wherein the intention was more pronounced. If the men at Denver who entertained "intense ill-feeling against Eugene V. Debs," do not applaud our Brother Carter to the echo, they ought to be ashamed of themselves, as ought our Brother Carter for seeking to tickle their malevolent spirit and still further intensify their ill-feeling towards a man and brother, who, in the battle and in the storm, sought to defend the Brotherhood of which he is a member. When a Brotherhood fireman asserts that the B. of L. F. is, and ought to be a "breeding-pen," he writes "rot." When a Brotherhood fireman asserts that a member of the Brotherhood should be required to abandon it as soon as promoted, he is "infirm" to the verge of idiocy. When a Brotherhood fireman assails, directly, covertly or by innuendo, engineers who are members of our Order, who have for years supported its principles and policy, who have been true to every obligation, he shows that with him brotherhood ties are weak; that envy and jealousy have usurped the place of fraternal fellowship, and would inaugurate in the Order internecine war. Such theories the *Magazine* has opposed and will continue to oppose because they are evidences of a lack of mental force to grasp the problems that now challenge the best faculties of the Order. Only such vagaries are subject to criticism in the *Magazine*. If there are those whose hearts are full of envy towards engineers who are members of our Order we conclude they do not write their views for publication

because they are ashamed of them, rather than for fear of the flaying pen of the Editor.

We are in favor of candid, intelligent discussion, the more the better, and with final decisions based upon merit we shall be content.

LARAMIE, WYO., November 16, 1889.

Editor Firemen's Magazine:

In reading the letter of Bro. Cross, in the November number of the *Magazine*, I was both surprised and shocked to think of a member of our Brotherhood uttering such sentiments—sentiments which I consider both cowardly and degrading. Just think of it! The B. of L. F., a "breeding pen," for anybody. He also says that we cannot adjust the grievances of engineers! If the engineers are members of the B. of L. F., I don't see why we cannot. There are none too many engineers in the Brotherhood to suit me, and as long as they see fit to stay with us, we are in duty bound to stand by them and protect them. I wish also to say to the Brotherhood that I, as a fireman, will vote for a change of name as soon as I get a chance. I think that it would do Bro. Cross lots of good to mingle with U. P. firemen for a short time. And lastly, I will say that I hope that our members are not so much in fear of the editor as to withhold their views from the *Magazine*.

Geo. W. De Forest.

CHICAGO, December 9, 1889.

Editor Firemen's Magazine:

I have never attempted to contribute to the *Magazine*, but feel as though I would like to say a few words to the brothers about federation. I see by the last issue that some brother thinks the name of our Order ought to be changed, to which I heartily agree, providing we can bring about federation, which is necessary, I believe, if we ever expect to get and retain what is our due. In union is strength, and if union takes place between Firemen, Brakemen, Conductors and Switchmen then can we boast of strength, even though those men who consider themselves the aristocracy of labor do not wish to consolidate, but prefer to lean on their own oars. I say again, in ourselves we are weak, a fact well demonstrated in the C. B. & Q. strike, where, if we had had the support of the other organizations we would certainly have come out victorious in place of being so badly defeated. In my opinion the time is not far distant when the O. R. C. will be a thing of the past, and the Brotherhood of Railway Conductors (which is now comparatively in embryo) will reign supreme. I further believe they will soon see the necessity of the federation, and with a slight persuasion will fall into line to try and form one great body. Our brothers should consider this matter thoroughly and not withdraw from us as soon as promoted to the right hand side of the cab, but stay and help along the good work. Although I am not employed as a locomotive fireman now, my heart and soul are with them as well as all other organized labor, and I would like to see this federation chain consist of five great links: the Engineers, Firemen, Brakemen, Conductors and Switchmen, and be called the National Order of Railway Men, or some other suitable name.

M. D.

HAIL AND FAREWELL.

Another year has sped away,
 And yet, thank God, we are not clay.
 No church yard ghouls purloined our bones,
 Nor sculptors wrought our names on stones.
 Our wives—perhaps against their will—
 Instead of widows, wives are still,
 And may the Lord for many a year
 Ne'er let them shed a widow's tear.
 Come boys, who love my pious pen,
 Endorse my prayer, and say, "Amen."
 Eighteen hundred and eighty-nine
 No longer o'er our heads shall shine;
 'Tis eighteen hundred and ninety now,
 Another wrinkle on the brow,
 Another peg upon life's road,
 By which reluctantly we've strode,
 Mid sighs and groans, mid smiles and tears,
 Like many long departed years.
 And thus 'twill ever be, kind friends,
 Until life's weary struggle ends.
 Oh! who can tell how soon we'll sleep
 Within some grave both dark and deep?
 Ah! well, we cannot stay the years—
 I'll rhyme for smiles instead of tears.

Come Sargent, take my proffered fist,
 And let me feel how you can shake,
 I'd wrench yours off just at the wrist,
 But for your wife and Mabel's sake.
 What's this in the decanter here?
 Ha! ha! 'tis full of crimson juice!
 Come, fill the glass with honest cheer,
 And hang the man who does refuse
 To drink good health and future joy
 To those who toil within the cab,
 Drink deep to every stalwart boy,
 And never mind how critics blab.
 Here Debs, clasp hands, relax your brow,
 And let your genius rest awhile;
 'Tis not the time to ponder now
 On things abstruse; to-day we'll smile
 At all the venom'd stings of fate—
 Lord knows they're numerous enough—
 We've discord, envy, slander, hate,
 Each day to pierce us quantum suff.
 Here, drink this toast—'tis water, Gene,
 That sparkles brightly in my glass,
 And readers of the *Magazine*
 May know inside my lips don't pass
 A stronger liquid, just because
 I dare not trust my fevered brain
 To violate some social laws,
 Which bann full bumpers of champagne—
 "Here's may the year we enter on
 Our two great Brotherhood's restore
 To friendship, from our counsels gone,
 And lead us back to peace once more."
 Ah! well, old friends, each empty glass
 Bespeaks your wishes most sincere;
 Who knows but ere a month shall pass
 We'll say, "God bless this glorious year?"

Shandy Maguire.

A NUMBER of excellent communications have been crowded out of this issue of the *Magazine* for the want of space.

MEADVILLE, PA., December 1, 1889.

Editor Firemen's Magazine:

The fifth annual ball of Loyal Lodge, No. 207, Brotherhood of Locomotive Firemen, which took place in Library Hall, Thursday evening, November 21, was attended by about 125 couples, and was a complete success, socially and financially. Loyal Lodge has established a reputation in this city for managing dances, and all lovers of terpsichorean festivities look forward to the annual ball of the B. of L. F. The management on this occasion left nothing undone to insure success and a pleasant time. The ball room was profusely and beautifully decorated, with red, white and blue streamers, red, green and white lights, while here and there were appropriate mottoes of welcome to the other railroad Brotherhoods and friends. In front of the gallery which overlooks the ballroom, were placed two headlights, one on either side, while the center was occupied with a pick and shovel, crossed, an emblem of the Order. The programme opened with a march to the music of the famous Northwestern Orchestra, under the leadership of Prof. F. B. Nichols. During the march the music was stopped, and Capt. W. B. Best mounted the stage and in behalf of the lady friends presented Loyal Lodge with a handsome banner which was appropriately decorated with emblems of the Brotherhood. The reply of acceptance was made by Bro. Samuel First. Immediately following the surprise was the ball, which consisted of a well arranged programme, and it needs no words from the writer to say that it was one of the most enjoyable events of the season. The banquet was one of the most important features of the occasion, and was arranged by the ladies of the Order. Six long and two short tables were laid and laden with all the delicacies of the season. The success of the above is principally due to the efforts of Mrs. Wm. Sherwood, Mrs. Aaron Scowden, Mrs. Thomas Patton and Miss Hattie Moore. Taken all in all the fifth annual ball of the B. of L. F. was an event that will live long in the memory of those who were present, and the sixth annual will be anxiously looked forward to long before any arrangements have been made for it.

K. L. S.

The Land Question.

MR. EDITOR:—In reading the November issue of the *Magazine*, I noticed an article on page 968, captioned "Land," to which I desire to make reply. "By all things decent let us have reasons instead of rot to answer" is a quotation that comes in most opportunely in connection with the attack on Henry George's theories. To proceed: Abram, or Abraham, had all the land his eyes could survey given to him and to his seed for ever: that is for the nation which should be formed by his increase. Now instead of disproving Henry George's theory, this distinctly goes to prove it. The land was not given to Adam for speculation or for an inheritance to be handed down to his eldest son to the exclusion of his less favored relations, but to his descendants to dwell in. The land on the whole earth, not only of America or Ireland, is given by Divine Right to every one who requires to use it, and no amount of precedent can make it right for one man to have the power to tax

his fellows for a right to live. "In the sweat of thy brow shalt thou eat bread" was God's order to Adam. And there is no class that does not have to do so, in one form or another, except—those who live on rents (i. e. on a share of labor's earnings) collected by a right of gifts, or purchase from someone who had no more rights to give than they to receive. Since this is an indisputable fact, take a step farther and consider if there is anyone who can more justly be taxed for the maintenance of government and law-making, (without which titles would be useless,) than these speculators on land. As the gifted writer has taken for granted the truth of the Bible narrative, and the present one has done the same; it would be well to see if there is no word in support of Henry George's condemnation of great land holdings. By the mouth of Isaiah, God says, "Woe unto them that join house to house, that lay field to field, till there be no place; that they may be placed alone in the midst of the earth!" And Solomon says, "Much food is in the tillage of the poor, but there is that is destroyed for want of judgment."

A closer study of the works under discussion, would to a great extent alter the tone of the author of "land," and it is to be hoped it will strike him as having a thoroughness of purpose and an honesty of intent, which together with sound reasoning, can stand a greater shock than the quoted attack without flinching. Almost every utterance of this *Magazine* is in keeping with Henry George's principles, and it would seem more suitable for some organ of *monopoly*, some *stock gambling exchange*, or some land grabbing record, to throw sneers at his honest effort to solve the *greatest* problem of the age.

W. F. Stocker.

COVINGTON, IND., December 15, 1889.

Editor *Locomotive Firemen's Magazine*:

I see in your last number statistics furnished the *St. Paul Daily News* by Mr. S. S. Coffin, showing the vast number of men annually killed and maimed on "the rail." President Harrison, in his message, also notes the slaughter and the maiming for life of over 22,000 railroad operatives during the past year, mostly for the lack of automatic brakes and couplers on the cars. The Inter-state Commerce Commission has sent out circulars of inquiry for information on safety appliances, brakes and couplers, the purpose being to report the facts to congress, touching the appointment of a Board of Experts, to whom will be submitted all improvements received, for their information, test, and selection of such appliances to be uniformly applied to all cars on the railroads of the country, the purpose being, if possible, to put an end to the wholesale slaughter of railroad employes. I feel called upon, as an inventor of an automatic coupler, to furnish your readers with a short synopsis of the twenty-six requirements we claim it fills, as follows:

HEATH'S CAR COUPLER.

Combining my patents, No. 372,801 and No. 408,481, our working model fills the requirements of the Master Car Builders' Association.

1. It is simple, durable, cheap.
2. Couples automatic two, or a train of cars.
3. Can set to couple either side or top of car.
4. At either side or top of car can unset and set to suit instantly

5. Can uncouple from either side or top of car.
6. Can set not to couple buffing round in yards.
7. Can set to couple to any height car.
8. Couples to old-style couplers, any height, without going between cars, or holding link by hand, spring or stick.
9. Can make running switch from top of cars.
10. Engineer in cab can uncouple any or all cars instantly.
11. Coupling hook fast pivoted in its place, always ready.
12. Hook hangs uniformly level, ready to couple with its own or other couplers.
13. Couples at slow or rapid speed.
14. With lever or rod, can guide link-point or hook into all old-style couplers, high or low, right or left.
15. Never need touch coupler hook by hand for any purpose.
16. No spring to aid or secure coupling and brake in frosty weather.
17. Snow or ice can not trouble in any way.
18. Sure double coupler in route, may be single about yard.
19. If on either car to be coupled, no going between cars when buffing to couple.
20. Two inches slack will be sufficient.
21. Can be uncoupled on curves.
22. No stress of impact shock on axle pin of coupler in buffing.
23. Adapted equally to passenger, freight or flat cars.
24. Can shorten space between cars one-half, (sixteen inches.)
25. Can dispense with drawhead. Have rubber or spring buffer to receive buffs and impact shocks.
26. Fits in place of old coupler; quickly put in by any one.

Railroads, order a few couplers, test, and report to M. C. B. Association, 38 Wall street, New York, and to the U. S. Inter-state Commerce Commission, Washington, D. C. A person or railroad securing its adoption and use as the uniform coupler of the United States shall be well paid, or have an interest in the patent.

Railroads report 6,000 men killed or maimed annually, coupling cars, at a cost of over \$3,000 per man, \$18,000,000 annual loss to railroads. This coupler will save it. Heretofore the best couplers failed on 15 above points: viz: Nos. 3, 4, 5, 6, 8, 9, 10, 12, 13, 14, 15, 16, 18, 19, and 22. Address

A. R. HEATH, Covington, Ind.

BELLEVILLE, ONT., November 23, 1889.

MR. EDITOR:—You do not very often hear from Challenge Lodge, No. 66, but we are always willing to send notes when anything in particular occurs. Please publish the following:

Challenge Lodge, No. 66, Belleville, held a very successful ball in the Odd Fellows' hall. The hall was beautifully decorated for the occasion. It was the most successful ball held this season. The weather was threatening for two or three days before, and that day the rain came down in torrents. But in spite of the weather between 75 and 80 couple were seen wending their way to the hall, and they did not regret their going, for all present had an enjoyable time. At midnight lunch was served in the hall, and all fully relished the good things. After the inner man was fully satisfied dancing was resumed, each trying to make it enjoyable for the other until the early hours of the morning came, when we dispersed, glad to meet, sorry to part, and happy to meet again. Dick Snell was present dancing for joy that he was to be united in the holy bonds of matrimony in the course of a few days to a highly respected young lady. The committee having the ball in charge was H. Gorman, J. Williamson, J. Murray, J. McDonald, D. Callaghan, T. Marshall, G. Wilson and W. Loque, and deserve great credit for their work in trying to make it an enjoyable evening.

J. Williamson.

CLINTON, ILL., November 18, 1889.

Editor Firemen's Magazine:

I am going to write a letter, and if I could write as I feel, it would be a scorcher. What is the matter with our name, B. of L. F.? Are these brothers who agitate the changing of our name ashamed of it? If so, let them change their name, not ours. I have been a member of this Brotherhood since the organization of New Hope Lodge No. 37, at Centralia; withdrew and became a charter member of Main Line Lodge No. 176.

During all these years, that name has been good enough for me, Brotherhood of Locomotive Firemen. Who is ashamed to be called one? Benevolence, Sobriety, Industry and Protection—do they want to change that? Do they want to change our record?

Further, what name have we in view? Do they want to be called Brotherhood of Locomotive Hostlers? Brotherhood of Locomotive Enginemen? There, that is it. That sounds big.

Now, you can see that I am opposed to the changing of our name. Those in favor of a change, I would like to have them state, through the columns of the *Magazine*, the object. 176.

TERRE HAUTE, IND., November 30, 1889.

MR. EDITOR:—As an old member of the B. of L. F. I desire to make a reply to the article in the October *Magazine*, by Louis Heller, of Lodge No. 163, by reviewing my experience in railroading. I began in 1877, by firing on the Texas & Pacific Railroad, serving in this capacity for four years. I was then promoted to the position of hostler, at Longview, Texas, remaining in this service for one year, when I was made night round house foreman, where I served until September, 1882, at which time I severed my connection with the Texas & Pacific Railroad. I then went to work as a freight engineer on the Jefferson branch of the Missouri Pacific Railroad, and at the expiration of three months was given a passenger engine which I ran over two years. I have, therefore, served as an engineman in every capacity, from wiper to passenger engineer. My membership in the B. of L. F. dates back to 1877. I first joined Lone Star Lodge, No. 70, at Marshall Texas, which Lodge was later removed to Longview. I have also belonged to Red River Lodge, No. 8, and Texas Belle, No. 155, and am now a member of Vigo Lodge, No. 16, having deposited my card from one Lodge to another as my occupation demanded. During this period of membership I have traveled frequently on a fireman's traveling card. Had the Brotherhood then had a name embracing all classes of enginemen my card would have entitled me to the courtesy of engineers as well as firemen, and as there are so many engineers in our Brotherhood, why should we not mutually enjoy such privileges engineers and firemen can give. I have always advocated this change of name, and I can think of no name that would so well explain its mission as that of "Locomotive Enginemen."

East Line.

INQUIRY comes from Jersey City as to what the members of Forest City Lodge, No. 10, mean by calling W. C. Mooney "blondy."

ST. LOUIS, November 18, 1889.

Editor Firemen's Magazine:

Having cleaned the old "32," rubbed up her brass and shined her generally, so that my engineer said, "Bully for you," I went home to see my wife and babies and found the *Magazine*. I read it and felt proud. Then I concluded to drop you a line, and my thoughts took a sort of rhyming form, and here they are. If they don't suit you, and the cat gets them, I shall be none the less a friend of

THE LOCOMOTIVE FIREMEN'S MAGAZINE.

Of the Brotherhood organs, the best that I have seen is the Locomotive Firemen's splendid *Magazine*.

It has convictions, and is a stranger to fear,
And has the courage to publish what the boys want to hear.

And whether its policy is attack or defense,
It goes at the business with zeal and common sense.

It is the organ *par excellence* of the B. of L. F.,
And in championing its rights it never does get left.

It went for old Corbin, that notorious Christless whelp,
And every time it hit him the old hound gave a yelp.

In favoring federation, all the firemen know,
It told the direction the tide was going to flow.

It bounced the obnoxious laws of the B. of L. E.,
And at Denver, in November, won a telling victory.

No stauncher friend of labor ever raised a battle flag,
And this is a stubborn fact about which there is no brag.

It has lashed the blatherskite, the Plukerton and spotter,
And its words, like whips of flame, could scarcely be hotter.

It has flayed the dirty scab wherever he was seen,
And such is the record of our *Firemen's Magazine*.

It has been iconoclastic, death to hypocrisy and shams,
And its arguments for justice have been like battering rams.

It has been the friend of firemen, and of every working man,
And the boys name its editor and say, "Behold the man."

He dares tell the truth, the Brotherhood to save,
And when that can't be done the Brotherhood needs a grave.

What say you, firemen boys, where Canada's rivers flow,
Down to the sunny land, where warm winds ever blow?

What say you, firemen boys, from the Pacific's golden shore,
To rock-ribbed New England, where Atlantic billows roar?

What say you, firemen boys, shall we refuse to rally
In our Lodges on the mountain, in Lodges in the valley?

Rally to the support of our gallant *Magazine*,
With a hip, hip, hurrah for our peerless Eugene.

Double its subscription, increase its prestige and its power,
We can do it, we will do it. Now's the day and now's the hour.

In the thickest of our battles our flag is never lowered,
And where the fight was fiercest our Gene never cowered.

Then while the skies are blue and while the pastures are green
We will stand by our editor and our splendid *Magazine*.

Longfellow.

Personal.

THERE are no better member in our Order than Bro. Mace of 178. He is always ready to extend the hand of fellowship to a worthy member.

It is reported that Bro. W. Stewart of No. 67 is willing to wager that his boy can throw more coal and talk faster than any member of the lodge.

It is remarked in Jersey City for the benefit of the members of Loyal Lodge, No. 207, that Bro. Maybee has a mustache and that he is very proud of it.

W. Y. DENNIS, Receiver of Maple City Lodge, No. 198 handles an artistic quill and his friends are urging him forward as a suitable candidate for poetical honors.

THE members of H. G. Brooks Lodge, No. 169, are requested to ask Bro. C. S. Graham what article he purchased on Fourteenth street, in New York late in November last.

As Secretary of Stone Mountain Lodge, No. 32, Bro. Jno. W. Wright is a success. His letters are among the neatest and best written in the files of the Grand Lodge.

VICE Grand Master Hannahan reports Salt Lake Lodge, No. 178 in prime condition and the members in all regards in consonance with the progressive spirit of the times.

It is reported that Bro. Brown of No. 140, is one of the most ardent supporters of the brotherhood in Colorado. He is of the type one is glad to meet when away from home.

AMONG our active members in Harbor City Lodge, No. 300 is Bro. A. S. Hewitt who does service as Secretary and Collector, besides being general utility man for the lodge.

At the organization of Lodge No. 366, at Ogden, Utah, Bros. H. Grubnan and J. J. Murphy, of No. 98, rendered efficient service for which they have the thanks of the Vice-Grand Master.

On his recent trip to Utah, Bro. Hannahan met Bro. J. H. Hand, of No. 113, whom he found actively interested in the work of the order and in line with the progressive spirit of the times.

FRANK Dunham of Triumphant Lodge No. 47 maintains his popularity on the Illinois Central. Frank is at home on the right side of an engine, and knows how to get there, you bet.

THE remorseless hand of death cut down the bright little girl of Bro. and Mrs. J. C. Oakley, of Lyndonville, Vt., and the bereaved parents have the profound sympathy of the entire community.

R. W. RIDGEWAY, Esq., Superintendent of the Third Division of the D. & R. G. has our thanks for courtesies shown our Vice-Grand Master. Mr. Ridgeway is eminently a representative railroad man.

At the home of Bro. and Mrs. A. H. Garfield, of Huron, S. Dakota there is great rejoicing over the arrival of a little daughter, November 11th. The fond parents have the congratulations of their many friends.

W. T. WEBB, Esq., General Foreman of the repair shops of the D. & R. G. at Pueblo is spoken of by those who know him as an exceedingly courteous gentleman and has the esteem of all the men in his employ.

THE members of Trenton Lodge, No. 253 are congratulating Bro. Joseph H. Decator upon his promotion to the right hand side. Joe was advanced as a reward of merit and those who know him predict for him a promising future.

B. J. FIELDHOUSE of Dominion Lodge, No. 67 was on December 7th united in marriage to Miss Lottie Sargent. Bro. and Mrs. Fieldhouse spent a delightful honeymoon in the States, and have now settled down to the realities of wedded life.

OUR Vice-Grand Master says that when Bros. Hynes, Hoover and Walton debate a proposition, the wool flies like snow in a storm. Bro Bennett had a realizing sense of this and pulled for the shore, while the V. G. M. staid with the tournament.

It affords the *Magazine* pleasure to chronicle the marriage of Bro. Thos. Leonard, of Green Mountain Lodge, No. 301, to Miss Sadie E. Leavitt. The groom and bride are deservedly popular and many good wishes are expressed in their behalf.

THE saying that misfortunes never come singly came home to Bro. Wm. Davis, of Dominion Lodge, No. 67 with solemn reality. Two of his children died within a short time of each other and his household is weighed down with the sad affliction.

E. P. HASTINGS, an old time member of our Order, now a member of Division No. 55, B. of L. E., Terrace, Utah, was a caller at the Grand Lodge office during our absence. We regretted our failure to meet Bro. Hastings and hope he will call again.

In the latter part of October Bro. J. Haddon, of Calhoun Lodge, No. 84, met with a frightful death by the explosion of his engine between Haskell and Valparaiso. Bro. Haddon was highly esteemed and his death is mourned by all who knew him.

CONDUCTOR Dan M. Murphy, formerly of North Madison, Ind., is now running a train on the Santa Fe, between Pueblo and Denver. He possesses valuable mining interests and his many friends will be glad to learn that he is on the high road to prosperity.

DURING a recent visit of Grand Master Sargent at Macon, the boys introduced him to the "poling" scheme, quite popular in Georgia. The G. M. being thoroughly initiated, it is quite likely that he will try it on Bro. Davidson, who, we are informed, would make an excellent persimmon knocker.

CLARENCE DIXON a most worthy member of Empire Lodge, No. 212, died November 3d. He was also a member of the I. O. O. F., and both orders took part in the funeral ceremonies. A tribute of some length is paid him by a fellow member which on account of lack of space, we are unable to present to our readers.

His many friends will be pleased to learn that Bro. C. W. Cheeseman, of 25, now located at Ogden, Utah, has an excellent run and is doing well.

We are glad to know that Bonanza Lodge, No. 194, is booming and that Bro. A. J. Grinnell is now running a switch engine, and that five of the members of the Lodge have been promoted to switch engines, and four to engines on the main line. That looks like business.

In W. F. Brundage, Rocky Mountain Lodge, No. 77, has an officer of unquestioned activity, ability and integrity. We could wish that some of our weak and pining lodges had just one such man as Bro. Brundage, to set them an example as to what can be accomplished by resolute purpose and indomitable will.

We learn that Bro. Jas. T. Looney, of Ohio River Lodge, No. 294, has gone to the right hand side and is running a yard engine in Lexington, a position that fits his shoulder like a musket. He can now go up on Spring street every night of the week, and he takes advantage of his privilege. Good for Jim.

We are pleased to announce that Bro. W. F. W. Curl, Collector of Orange Grove Lodge, No. 97, at Los Angeles, was married November 20, 1889, to Miss Ellen Grace Price. The *Magazine* cordially extends greetings to the bride and groom, and congratulates Mrs. Curl upon her "new name," and wishes the happy pair a life journey of happiness and prosperity.

The committee in charge of the ball and supper lately given by Northwestern Lodge, No. 82, tendered an invitation to Bro. Frank Dupell of the Grand Lodge office to be present, and, accompanying the same were four supper tickets which Bro. Mayo remarked, would probably secure a square meal for the celebrated lunch fiend. Bro. D. did not attend.

The many friends of Bro. C. J. Singleton, of the Grand Executive Board will be pleased to learn of his marriage to a most estimable young lady of Mattoon, Ills. In entering upon their matrimonial voyage Bro. and Mrs. Singleton have the best wishes of the members of the brotherhood throughout its jurisdiction and with this sentiment the *Magazine* is in hearty accord.

Our esteemed Brother A. J. Schmidt (Centric Strap) of Gulf City Lodge, No. 115 is now stationed at Houston, Tex. and has charge of a yard engine. The switchmen say he is *par excellence* with an engine and handles the cars like a trained veteran. An engineer from the ground up, with habits and character above reproach, Bro. Schmidt is certain to rank high in his chosen calling.

Past Vice-Grand Master W. G. Edens, of the Brotherhood of Railway Trainmen, and a more clever gentleman never lived, slipped into Terre Haute recently while we were asleep and brought a huge blizzard with him, after which he silently departed for Lafayette. We have no objection to an average blizzard, but hope that Bro. Edens will stay with it next time long enough to give us a grasp of the hand.

One of the strongest teams in 59 is Walker, McMurray and Bailey who are said to be equal to forty horse power in an emergency.

H. L. BRIGGS is widely known throughout the State of Texas as a right royal brotherhood man, whose every impulse throbs in harmony with the good of the order. As Master and Secretary of Gulf City Lodge, No. 115 he has distinguished himself as a careful, painstaking and thoroughly competent officer, in whom the members take a just pride. A model Master such as Bro. Briggs is bound to have a model lodge.

We are indebted to Bro. Morris Turnham, of Clark-Kimball Lodge, No. 113 for a call from Mr. Geo. Wentworth, round-house foreman of the U. P., at Pocatello, Idaho. Mr. Wentworth was formerly a resident of Terre Haute where he still has many relatives and friends who were glad to welcome him back to the Hoosier State. We found in Mr. Wentworth a genial gentleman and a practical railroad man whom we shall be pleased to meet again and often.

MEMBERS of the brotherhood who visit Chicago with a view to calling on V. G. M. Hannahan are cautioned against the bench-legged dog that presides over the premises of that gentleman. He answers to the name of "Spot" and is as "yaller" as a pumpkin. The cur measures five feet from snout to tail, with legs less than three inches long. Dan Duggan of Buffalo insists that that set of legs is a misfit and must have been intended for some other canine. "Spot" is sure death to peddlars and tramps, and when at home Bro. Hannahan amuses himself and friends by watching them disappear over a six foot fence minus the bosom of their pantaloons.

We notice that a Barbers' Protective Union has been formed and incorporated under the laws of Illinois, with its headquarters at Freeport. We doubt not that it will soon become national, and feel assured it will be a great benefit to all tonsorial artists, worthy of the name.

We acknowledge the receipt of a splendid picture of the photographic art, which gives at one view the members of the J. B. of A. of the A. T. & S. F. system. The picture is valuable and the faces indicate that prudence and courage will prevail in all cases where the J. B. of A. is required to act.

Through the courtesy of Gate City Lodge, No. 92 we have received a photograph of the interior of the hall in which the tenth annual ball of that lodge was held. The decorations were superb and are shown to good advantage in the picture which we prize as a souvenir of an occasion of special interest.

THE *Frog*, referring to "the complimentary excursion tendered the engineers by the mountain roads," says it cost the companies something, but think how much they have advertised their roads. Why, those women will talk about the Rocky Mountains till they reach the golden shore." And some time thereafter.

Hannahan's Thanksgiving Dinner.

The second day after Thanksgiving we received a package by express accompanied by a private note which read as follows:

"Old Pard, I have sent you by express a part of my Thanksgiving dinner. Barry eat the tail."

Hannahan.

The part expressed to us was a hog's ear about 18 inches long with the hair on—as Barry eat the tail,



HANNAHAN'S THANKSGIVING.

Hannahan must have eaten the remainder—about the whole hog. Just think of Hannahan with a whole hog in him except the tail and one ear—Hannahan transformed into a pork barrel—or a sausage grinder—or more properly a pork packing establishment running in opposition to Phil. Armour. What a splendid King of Grease he would make. See him smoke, and call himself Lord Bacon. How the average Israelite must admire him on account of his fondness for swine. It will now be in order for Hannahan to squeal when lard is cornered—to grunt when assailed, to root when hungry and bore his friends when at leisure. The complimentary ear expressed to us at something less than a "dollar of the daddies," is being made into a silk purse, as a hair loom, and in due time will be presented to some child of Ham. It is well understood that when Bro. Hannahan attempts to do anything he goes the whole hog.

The Grand Master at Saginaw.

In the early part of November, Grand Master Sargent visited Saginaw Valley Lodge, No. 286, and had a delightful meeting with its members, who had looked forward to the visit with great interest and who received the Chief Executive of the Order with many demonstrations of regard. Bro. Sargent reached Saginaw on Saturday the 9th, and in the evening a reception was held in the Brotherhood Hall, where feasting and dancing was in order. The *Saginaw Courier-Herald*, of November 12, referring to the subject says: "The interior of the building was handsomely decorated with evergreen, bunting, emblems of the order and hot house plants, and the tables were spread with oysters in every style and other seasonable delicacies, cake, coffee and fruit. Afterwards the room was cleared and to music furnished by the Saginaw Orchestra the nimble firemen and their pretty wives and sweethearts danced the closing hours of the day away. On Sunday morning a business meeting was held which the Grand Master attended, and in the afternoon another was convened for the discussion of important subjects. Brother Sargent, while in Saginaw, was the guest of Bro. Will F. Carle, Secretary of 286.

A New Lodge.

On Sunday, December 9th, 1889, Vandalia Lodge, No. 405, was organized at Effingham, Ill., by Grand Master Sargent, Grand Secretary and Treasurer

Debs and Frank Dupell, Master of Vigo Lodge, No. 16, assisted by twenty members of No. 16. The new Lodge is composed principally of men who belonged to No. 16, of Terre Haute, and the name it bears, is in honor of the Vandalia system of which Mr. Riley McKeen is President, and to whom the new Lodge tendered its thanks for courtesies. A number of surrounding Lodges were represented, and the new Lodge starts off under highly favorable auspices. Secretary J. F. O'Reilly, of No. 16, distinguished himself and made many friends, as did Master Cornick, of No. 37. The New Lodge, being fully equipped, has the best wishes of the Brotherhood.

For unique design the invitations and programmes gotten up for the eleventh annual ball of Fargo Lodge, No. 85 are entitled to the ribbon. The invitations were in the form and style of train orders and the programmes were made to represent time cards. The scheme was strikingly original and displayed decided ingenuity on the part of the committee. No. 85 is keeping up with the procession.

The Locomotive Engineer.

In the December number of the *Locomotive Engineer*, John A. Hill, editor, we find the following "birthday" notice:

"With this issue the *Locomotive Engineer* completes its second year. What it has done we leave to the individual reader to judge for himself; for, after all, it is what good a paper does to individual subscribers that determines its value. Judging from the letters received on the subject, we feel very well pleased with the results so far. The circulation has gone steadily forward from the first, and is now ten thousand copies.

Manufacturing concerns have patronized the advertising columns liberally, and found, as we contended they would from the first, that what was of interest to the men in the ranks was of interest to the officials over them, and that all had a certain amount of influence in the purchase and use of tools and supplies.

We are indebted to many friends for the raising of large clubs, a considerable number of which had more than a hundred names.

The paper may now be said to be fairly on its feet. The avenues of information have been paved and improved, and connections and acquaintances formed that make the road, if not easier, at least surer for the future. We are going to try to make a better paper next year, than we have this, and, with your help, we are sure we can."

We want to add a word: The *Locomotive Engineer* is the most mature "yearling" that we remember ever to have seen. It is large, lusty, liberal—brainy. There was a place for it, and it fills the place. It has a mission and is fulfilling it. We want every members of the Firemen's Brotherhood to subscribe for the *Locomotive Engineer*. They can't put a dollar to a better use. The investment will pay large dividends. If they subscribe for the *Locomotive Engineer* and read it for a year, they will be greatly obliged to this *Magazine* for helping them to invest \$1.00, in a way that will do them a *heap* of good.

John H. Howell.

John H. Howell, Receiver of Marvin Hughitt Lodge, No. 132, who has been Post Master of Eagle Grove, Iowa, during the past four years has had still further honor bestowed upon him by his constituents by being elected Sheriff of Wright County, by a handsome majority. An Eagle Grove correspondent of the *Des Moines Leader* tells the story in that paper. Here it is:

"The strife over the postoffice in Eagle Grove has revived again, in consequence of our popular postmaster, Mr. J. H. Howell, having been elected sheriff of Wright county. He was the only democrat elected on our county ticket, his great personal popularity overcoming 700 republican majority, with something to spare. His resignation of his present office has been sent to the department, and hence the activity of his would-be successors. Consternation filled their breasts yesterday in consequence of a report circulated on the street to the effect that President Harrison had refused to accept his resignation on the ground (which could not be disputed) that he had made a most acceptable postmaster, that the shrievalty need not necessarily interfere with his duties as postmaster, and he should therefore hold both offices until his commission as postmaster expires. Until Mr. Howell himself contradicted the rumor the little coterie of postoffice politicians were inconsolable, and if a vote of the patrons of the office was taken as to who should fill the position Mr. Howell would get four out of every five."

The foregoing bears eloquent testimony that Bro. Howell is in the line of advancement as a reward of merit and that he may continue to climb until he reaches the summit of his ambition is the ardent wish of the *Magazine*.

The De Soto (Mo.) Meeting.

In the forenoon of Tuesday, November 19, 1889, a federated meeting of the various railroad organizations was held at De Soto, Mo., under the auspices of Pride of the West Lodge, No. 6, which the editor of the *Magazine* had the honor of addressing. The various orders were well represented and several of the representatives addressed the meeting.

In the afternoon a closed meeting of the Pride of the West Lodge was held for the transaction of business. In the evening a grand musical and literary entertainment was given at the Grand Opera House, which was largely attended, and was pronounced a brilliant success. One of the most agreeable incidents of the entertainment was the address of Hon. W. F. McEntire, of St. Louis, a young attorney of splendid literary attainments and an eloquent speaker. Mr. McEntire was listened to with profound attention and elicited generous applause throughout. He is an ardent friend of labor organizations and in full sympathy with the labor movement of the times. We predict that at no distant day he will be heard from in the councils of Missouri and of the United States, in pleading for justice to the laboring men of the country.

After the musical and literary entertainment concluded its programme, dancing was in order, and fair women and gallant men danced the hours away to charming music.

Pride of the West Lodge, did itself immense

credit November 19th, and received the thanks of all who were so fortunate as to participate in the elegant enjoyments it had provided. Such entertainments speak well for our Order, and the fact that they are becoming frequent shows conclusively that our Brotherhood is well abreast of the army of progress.

Amusements.

Orange Grove Lodge, No. 97, gave their seventh annual ball at Turner's Hall on Thanksgiving eve. The hall was beautifully decorated, and exhibited a very tasteful appearance. The attendance was large, and socially, it was a success. Brother Morton, as floor manager, "did himself proud."

Trenton Lodge, No. 253, B. of L. F., recently gave its fifth "select sociable" at Masonic Hall, Trenton, N. J. A Trenton paper refers to the "sociable" as "the most successful social affair of the season. The hall was tastefully decorated: the music was excellent and there were a hundred couple on the grand march. The ladies were in beautiful toilets, and the gentlemen were not unmindful of the effect of fashion. The refreshments were in keeping with the elegant surroundings and the waltz went round till 2 a. m., when the band struck up "Sweet Home," and the happy company sought their couches and visited dreamland.

The grand annual ball given by Eureka Lodge, No. 14, B. of L. F., Tuesday evening, November 28, was in all regards one of the most brilliant social events of the season. The printed program was one of unusual beauty, reflecting great credit upon the lodge as being fully abreast of this aesthetic age. It is needless to say, that the toilets were superb, the ladies lovely, the music entrancing, and the refreshments such as to make the average epicure wish life were one long banquet. The dances included quadrills, polkas, waltzes and schottisches, and never did the "light fantastic" score more admiration. Let the dance proceed until all the Lodges of our noble Order are in the giddy whirl of pleasure. All work and no play makes the pick very heavy.

Referring to the fourth annual ball recently given by Burnside Lodge, No. 282, Mt. Carmel, Ill. A local paper says: The members of Burnside Lodge, No. 282, B. L. F., made a great social as well as financial success of their fourth annual ball. The hall was handsomely decorated with flags, evergreens, mottoes, pictures, etc., while on the stage was a representation of a locomotive. A head light and green lanterns ornamented the exterior. The music was by the ever popular Carters' Big Four, of Evansville. The attendance was large and Burnside's boys entertained their guests superbly. Nothing was lacking to add to the joyousness of the occasion. At midnight forty-four couples sat down to an elegant supper at the Grand Central. Taken as a whole the ball was one of the most successful ones ever given in Mt. Carmel, was ample evidence that boys of Burnside, 282, B. L. F., never do things by halves.

The *Fort Worth Gazette* of November 28th refers in highly complimentary terms to the third annual ball given by Trinity Lodge, No. 83, B. of L. F., on the evening of November 27th, at Hoffman's Hall. The *Gazette* says that "never since the Brotherhood was organized, was there, even in Fort Worth, a more successful social event, and the immense throng that collected there from the different railroad towns in the state spent hours of enjoyment that will long linger in their memory. The hall was beautifully decorated with evergreens and bunting, while, besides the brilliant gas jets, the large hall was flooded with the light from four large locomotive headlights, one in each corner of the hall. The music was splendid, and the company composed of as fine-looking men, and as pretty, well-costumed ladies as ever collected in a hall in this city." The programme was elaborate, and the supper was not only bountiful, but, as the *Gazette* says, was a "royal banquet." Perfect order reigned supreme, and the occasion was one of boundless enjoyment.

We have the Oakland, Cal., *Times* of November 12, giving a graphic account of the grand ball given by the members of E. C. Fellows Lodge, No. 143, B. of L. F. at Cavalry Hall, Oakland, Wednesday evening, November 11. The decorations of the hall were beautiful, showing refined taste and artistic arrangement. "At 9 o'clock," says the *Times*, "the hall was thronged with firemen, their ladies and their guests, and the grand march was a most brilliant inauguration of the ball. The committees, which were all happily efficient in their various duties, were: Arrangements—T. L. Davis, T. J. Roberts, Ed Johnson, D. Culderwood and E. W. Graham, Reception—J. W. Edgar, Thos. Kearney, Ed Stanley, H. Coyle and H. Edgar, Floor Manager—G. W. Pangburn, Floor Committee—R. H. Potts, W. H. Fulton, E. C. Cushing, J. B. Corbett and E. P. Woods.

The banquet was an elaborate affair and was prepared by Unity Lodge, No. 13, Ladies' Auxiliary. The officers of this Lodge are: President, Mrs. T. J. Roberts; Vice-President, Miss A. Kearney; Secretary, Mrs. C. W. Pangburn; Treasurer, Mrs. D. Quill.

Dancing continued till the early morning hours, and those who attended from a distance were accommodated by special trains at 3 a. m.

Such events are chronicled with pleasure by the *Magazine*, as they bear eloquent testimony that our Brotherhood is fully abreast of the times in the elegancies and refinements of life.

The *Daily Gate City* and the *Constitution-Democrat* of Keokuk, Iowa, of November 28 and 29, gives special prominence to the tenth Annual Ball of Gate City Lodge, No. 33, B. of L. F., given on the evening of November 27, 1889 in Gibbons' Opera House. The *Gate City* says: "A merry gathering of ladies and gentlemen assembled in Gibbons' Opera House to enjoy the delightful Terpsichorean pleasures which were prolonged until the small hours of early dawn. The brotherhood is to be congratulated for the splendid success they achieved, the ball rivaling all its predecessors in sociability and equaling many of them in the number of guests present, and the *Constitution-Democrat*, among other complimentary things said the dancing hall was attractively decorated, many affirming the decorations to be the finest ever seen in the hall. The proscenium of the stage was arched with a handsome work of evergreens studded with flowers. From the flies were suspended red, white and green railroad lanterns, and the word "Welcome" in large gilt letters. Lighted locomotive headlights bearing the number "93" were placed on either side of the stage, and the intermediate space was occupied with stacked coal scoops and picks. There was also a fine model engine, the work of Richard Schouten. In a glass case on the stage. The balcony on the east side of the room bore the words, "Gate City Lodge, No. 33, B. of L. F.," in gilt, on a background of red bordered with evergreens. "Protection, Charity, Sobriety and Industry," the motto of the Order, in gilt letters, also appeared. Over the top of the balcony was an evergreen arch studded with flowers, underneath which was a stuffed eagle upon an American shield. There was also a model engine displayed. Couch lanterns, festoons of evergreen and bunting, lent attractiveness to the decorations." It is easily seen that the occasion was one of more than ordinary interest and eclat. Delegations from surrounding cities were present, and Gate City Lodge won universal praise.

Acknowledgments.

MINNEAPOLIS, MINN., November, 10, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I have just received, through Mr. W. E. Richmond, a draft for fifteen hundred dollars (\$1,500), on the policy held by my beloved husband, Jas. Rooney. Please accept my heartfelt thanks for the prompt adjustment of the claim. May God bless your noble Order and let it continue to be a blessing. I sincerely thank the members of Northwestern Lodge, No. 82, for their kindness to me during my illness. May God in his goodness and mercy prosper your order and be the protection of its members, is the earnest prayer of a widow.

MRS. N. J. ROONEY.

WAMEGO, KAN., November 24th, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—I desire to return thanks for the payment of a draft for fifteen hundred dollars, the full amount due me on the policy of my husband, Geo. Edwards. I also wish to thank the members of the Wamego Lodge 223 for their kindness and the many favors shown me in my late bereavement. May heaven's blessings fall on the members of your noble Order, is the wish of,

MRS. G. A. EDWARDS.

BRUNSWICK, GA., November 5, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire to return my deep and sincere thanks for the draft for fifteen hundred dollars, the insurance due me on the sad death of my beloved son, who was killed on the E. T. V. & G. R. R., July 21st, 1889. May this worthy brotherhood always prosper and when the earthly race of each is run may the star of hope shine brightly through the dark valley of shadows, to realms of cloudless and endless day. Again allow me to thank you and God bless the noble Order, is the wish of a heart broken mother.

MATTIE C. DOUGLASS.

PUERLO, COLO., November 19th, 1889.

To the Brotherhood of Locomotive Firemen:

I received this day through A. M. Sourwine, Receiver for Connecting Link Lodge, No. 25, a draft for fifteen hundred dollars, in full payment for beneficiary certificate, held by my brother, Orley Wheeler. For this favor and past courtesies, please accept my sincere thanks. With the best wishes for the welfare of your order. I am, yours truly,

CHAS. A. WHEELER,
Div. No. 6, B. of L. E.

GLENWOOD, PA., November 18th, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire to return thanks to Iron City Lodge, No. 318, for the beautiful wreath of flowers presented for the casket of my late husband, who was killed in Wheeling, W. Va., on the morning of September 24th, also to thank them for their words of sympathy and many acts of kindness to me in my great trouble. With kindest wishes for the prosperity of their lodge,

I am, very truly,

MARY E. GIBSON.

Addresses Wanted.

JAMES P. HACKETT.—A member of Fortune Lodge, No. 120, is requested to correspond with the Secretary of his lodge.

W. S. HURD.—When last heard from was working on the Mexican Central. Any one knowing his whereabouts will please correspond with T. J. Griffin, Secretary of Truckee Lodge, No. 19, B. of L. E., Wadsworth, Nevada.

ALFRED MORIN.—In 1884, was firing engine 272, on the D. & R. G. R. R. out of P. V. Junction, Utah. His aged and feeble parents are very anxious as to his whereabouts, and any one knowing of him, will please inform his brother, E. Morin, who is firing on the Northern Pacific, and whose address is, Missoula, Montana.

WILLIAM LACY.—An engineer on the Northern Pacific Road, on March 17th, 1888, later supposed to have been firing on the Santa Fe Route, running out of Topeka, Kansas. Any one having information as to his whereabouts will please correspond with George C. Ragsdale, Room 303, Grand Block, St. Paul, Minn.

Brotherhood Charts.

We are in receipt of many inquiries in regard to the charts, known as "Our Brotherhood Charts" and desire to say in reply, that they can be obtained from Bro. Wm. J. Hugo, of Eureka Lodge, No. 14, whose address is 79 N. Noble street, Indianapolis Ind. They are being closed out at 50 cents per copy.

DON'T BLAME THE WORLD.

Don't blame the world because the thorns are found
among the roses;

The day that breaks in storm may be all sunshine
when it closes.

We can not hope to always meet with fortune's fond
caressing,

And that which seems most hard to bear will bring
with it a blessing

The buried seed must rot in earth ere it produce the
flower,

And the weak plant to fructify must have both sun
and shower;

So man, to gain development, must struggle with
life's crosses,

And view with calm philosophy his trials and his
losses.

A deadly, pois'nous weed may yield a salve of surest
healing;

The sweetest bloom may pois'nous be, although its
bane concealing;

Things are not always what they seem, but still
'twas heaven designed them.

And we should class them all as good, and take them
as we find them.

Little we know of this brief life and nothing of its
sequel;

Then let us take in humble trust all that may seem
unequal;

God's ways are not our ways, and He should certain-
ly be trusted;

All that is wrong, in His good time, will surely be-
adjusted.

—Francis S. Smith.

A FREAK OF NATURE.

A wonderful freak in nature, resulting from the
charming of a hen by a huge rattlesnake, is reported
by Major Scheller du Buol, of this city. He had oc-
casion to search for a favorite hen belonging to his
coop of rare fowls, and he found her near a pile of
brush, trembling like a leaf and gazing with strained
eyes and neck transfixed, at a huge rattlesnake, with
head and tail up, ready for its fatal spring. Major
du Buos had a hoe in his hand at the time, and lost
no time in dispatching his snakeship. For three suc-
cessive days thereafter the hen laid an egg, on the
large end of which was an exact representation, in
miniature, of the rattlesnake, the flat head, short,
thick body, and button tail of this species of reptile
being strikingly apparent. Otherwise the eggs were
perfectly formed, and of ordinary size. The coils or
representations of the snake were raised a quarter of
an inch from the shell, and similarly formed on the
inside.—*Galena Dispatch Chicago Times.*

OLD PLANTATION DAYS.**Ole Uncle Ned and Ole Massa Done Gone Away.**

They are passing away—the old-fashioned negroes
of the ante-bellum South—and the places which
knew them once will soon know them no more for-
ever. They will in a few years be entirely sup-
planted by a progeny little like their ancestors. The
old plantation—"de white folks' house"—the happy
negro quarters—the family ties which bound the
two races together in bonds of affection and tender

consideration which one must have experienced to
appreciate—gone, all gone!

Old massa, old missus and the young massas and
misses. What a happy family! exclaims a writer in
the *Florida Times-Union*. And who ever mourned
with more unfeigned grief than the old family ser-
vants the breaking up of the old family when "ole
massa" died? Alas, it always fell upon the former
with a bitterness born of the uncertain fate which
awaited them afterward.

But they are fast dying out; the old plantation
songs have faded from lips on which alone they were
once so musical, which no other conditions may
ever realize. Did you ever see the long procession
of family servants—fifty or a hundred or more—
follow the coffin which bore "ole massa" to his last
resting place?

Down in de cornfield,
Hear dat mournful sound;
All de darkies am a-weeping,
Massa's in de cold, cold ground.

Talk about the negro dialect! No writer has ever
approximated it unless he was born and reared on
the old southern plantation from childhood to age.

And Christmas times "befo' de war." The happy
hearts in the "negro quarters" were up and singing
like the larks before the dawn of day, for the "aunts"
and "uncles," those monarchs of that realm which
has no succession—had been awake half the night
"waitin' for Christmas."

Were those the days of slavery and barbarism,
when white and black alike were happy only be-
cause they were ignorant?

But who would exchange these brand new days
for the old? These days when the "colored ladies
and gentlemen" wear bangs, or carry a razor or a
cigarette?

Still, it is sad to think of the complete dying out
of a race, one of the most interesting in the annals
of time—one peculiar to itself, and which can never
be reproduced. As the Indian passed beyond the
Rocky Mountains to die away on the western plains,
so this race, as it was known, of Yore, is passing over
the dividing ridge of two generations, to be known
no more.

A WALTZ SONG.

As lightly as the sirens go
Over the waste of sand,
Keeping time to the rhythmic flow
Of the waves upon the strand.
Gracefully as the swallow dips
Half seen through the twilight haze,
Even so my fair partner trips
As the music softly plays.
And to her in the waltz I whisper low,
The words of a song I knew long ago,
And the burden runs in the measure slow,
"Thou art all to me."

No music could my soul inspire
With hopes or thoughts more grand,
For I to her sweet love aspire,
I bow at her command.
'Tis a symphony played by Love
And the notes like jewels fall,
A mystic spell around is wove
As I murmur, "Thou art all."
Insteps to the music together go,
Her cheeks like the sky at dawning glow,
As she answers me in whispers low,
"Thou art all to me."

Flavel Scott Mines.

TIMES GO BY TURNS.

The sea of fortune doth not ever flow;
 She draws her favors to the lowest ebb;
 Her tides have equal time to come and go;
 Her loom doth weave the fine and coarsest web;
 No joy so great but runneth to an end,
 No hap so hard but may in fine amend.
 Not always fall of leaf, nor ever Spring,
 Not endless night, yet not eternal day;
 The saddest birds a season find to sing,
 The roughest storm a calm may soon allay.
 Thus, with succeeding turns, God tempereth all,
 That man may hope to rise, yet fear to fall.
 A chance may win that by mischance was lost;
 A net that holds no great, takes little fish:
 In some things all, in all things none are crossed;
 Few all they need, but none have all they wish.
 Unmingled joys here to no man befall:
 Who least, hath some; who most, hath never all.

—Robert Southwell.

TRADES UNIONS VS. THE CORPORATIONS.

It is charged against the labor movement that it is cruel. They say we combine, we form trades unions, and do various things that are inimical to the well-to-do classes, the corporations, and the capitalistic gentlemen seem to think that the laboring men should be in subjugation to them. Well, what if we do! Where did we learn it? "To be sure, we say to the Chinese, stay at home. Don't come here." We say to the crowding millions who try to swamp our trade, "Stand aloof, we won't teach you." We say to the mills of Lowell who have turned us out of door, "We'll starve you into submission." Well, "it's a narrow contest, it's an unjust, it's a cruel, it's an avaricious method." So it is. Where did we learn it? Learned it of capital. Learned it of our enemies.

We know labor is narrow. We know she is aggressive. We know she arms herself with the best weapon a corrupt civilization furnishes—all true. Where do we get these ideas? Borrowed them from capital; every one of them; and when you advance to us on the level of peace, unarmed, we'll meet you on the same. While you combine and plot and defend, so will we.

But our opponents say, "Come into the world with the white banner of peace." Aye, we will, when you disarm. How foolish it would have been for Grant to have sent home his Sharpe's rifles to Springfield, and garnered all his cannon in New York, and put all his monitors in the harbor of Norfolk, and gone down to Virginia with 80,000 unarmed men to look her in the face. Labor comes up and says, "They have shotted their cannon to the lips; they have rough-ground their swords as in battle; they have adopted every new method; they have invented every dangerous machine; and it is all planted like a great park of artillery against us. They have incorporated wealth; they have hidden behind banks; they have concealed themselves in currency; they have sheltered themselves in taxation; they have passed rules to govern us, and we will improve upon the lesson they have taught us. When they disarm we will—not before."—Wendell Phillips.

AFRICA AND ITS TRIBES.

Throughout the great area included in the Equatorial Provinces there must be varieties in the physical type. The tribes are not, however, strikingly different to a casual observer. They are all finer people than the West Coast negro whom we see in America. The head is higher, the face less prognathous, the features more agreeable, and the limbs more symmetrical, and muscled well down to the extremities. The long heel and crooked shin, which we consider characteristic of the true negro, do not belong to the negro of the Upper Nile. The type improves as we ascend the Nile. The Baris are fine, large men, uncommonly tall and well filled out. The women also are tall and strong. The Madis are, however, the beauties and dandies of the whole country. One will see there really handsome men. They are not so large as the Baris, but very symmetrical, and their features are often positively agreeable. They take more pains in personal decoration than most of their neighbors, dressing their hair very elaborately, and often painting their bodies in fantastic patterns.

All of these people are armed with spears, and many of them carry bows and arrows as well. Shields are by no means universal. Such of the tribes in the immediate vicinity of the Nile as carry no shields seem to dread the shields of the Makraka warriors from the West, who were occasional allies of the troops of the Provinces, quite as much as they feared their fierce courage and reputed cannibalism. In arms, as in dress there is some variety in detail. The size, shape, and barbing of spear and arrow heads vary. The arrows particularly are often fiendishly contrived to lacerate terribly, and to be withdrawn only by free cutting. Poisoned spears and arrows are used, but from such information as I could gather, I concluded that the danger from them was easily exaggerated. The people have not the knowledge to concoct poisons that will at once last on the head of the weapon and be quickly soluble in human blood. It is doubtful, indeed, if they have any poison that would produce a serious general effect if introduced into the circulation, although their poisoned weapons make ugly sores. In short, they can not fight with specifics any more than white men can; but must rely upon their individual courage and address, in which they are not deficient, and upon the quality of their weapons, which are formidable enough.—Col. H. G. Prout in *Scribner's Magazine*.

THE OLD SPECKLED ROOSTER.

How dear to my heart is the old speckled rooster.

Which fond recollection brings back to my view;
 With spurs long and pointed and curving, he used ter
 Go crowing around till he made the air blue;
 And when some strange rooster would come to do
 battle,

How quick would the old chap get up on his
 guard!

He'd make the eyeballs of the strange rooster rattle,
 And scatter the feathers all over the yard;

The old speckled rooster, the mongrel-bred rooster,
 The 50-cent rooster that scrapped in the yard.

—Nebraska State Journal.

OLD COINS.

At the recent sale of rare English coins in London, a crown piece of 1633, executed by Thomas Simon, and known to have been given by Charles the Second to Lord Chancellor Clarendon, fetched £500. As late as 1881 it was sold for £215, and in 1742 it sold for only £20, and was resold for £12. A pattern shilling of the Commonwealth was sold for £80, a 50-shilling gold-piece of the Commonwealth, £227; a gold crown piece of 1658, £285; and a pattern Queen Anne farthing, in gold, £43. There were altogether 743 lots, and the total amount realized was £6,682.

WATCHES.

The word "watch" is derived from a Saxon word signifying to wake. Watches were first called clocks, and had weights. The earliest known use of the modern name occurs in the record of 1242, which mentions that Edward I. had "onne larum" or watch of iron, this case being also of iron gilt, with two plummetts of lead. The first great improvement, the substitution of a spring for weight, was about 1550. The earliest spring was not coiled but straight pieces of steel. Early watches had only one hand, and required winding twice a day. The dials were of silver or brass; the cases had no crystals but opened at the back, and were four or five inches in diameter. A plain watch cost the equivalent of \$1,500 in our currency and after one was ordered it took a year to make it.

A WORKMEN'S BRIDGE.

Mr. Baker, one of the engineers of the Forth Bridge, addressed a meeting of workmen in Newcastle, Eng., and in a description of this celebrated cantilever bridge, said that it was essentially a workmen's bridge, and whenever he had occasion to refer to the subject in public he had always endeavored to do justice to the workmen, to whose individual and collective pluck and ingenuity the success of the work was due quite as much as to the scientific knowledge and powers of organization of the engineers and contractors. In so novel an undertaking the workmen often had to use their own brains on the spur of the moment to overcome difficulties, without waiting for instructions, and by that means only could the work be pressed on and accidents avoided. The superstructure of the Forth bridge required the manufacture on the spot of about 50,000 tons of steel girders, all of which were erected at heights ranging up to 370 feet above the sea level without the aid of scaffolding. As the men gained confidence and experience the work proceeded very rapidly, and nearly 2,500 tons of steel work were erected in a single month. There had been no accident of any kind affecting the structure itself throughout the whole period of the operations, and the loss of life had been comparatively small, having reference to that occurring in connection with other great works. The total length of the great cantilever spans was exactly one mile, and the strength of the steel superstructure was such that six of the largest iron-clads yet built, weighing each from 12,000 to 14,000 tons, might be safely suspended from the six great cantilevers. It was not necessary to say that the weight of any possible number of

railway trains which could be brought on the bridge would be insignificant in comparison. As regards lateral strength, a provision for wind pressure had been made which would ensure the safety of the bridge during a hurricane of three times the severity that had ever been observed. It was hardly possible at the present moment to avoid comparing the two greatest metallic structures of the world—The Forth Bridge and the Eiffel Tower. No novelty had been claimed for the Forth Bridge, and none should be claimed for the Eiffel Tower, for the idea was as old as the Tower of Babel. There was considerable merit in the details of the steel work of the Eiffel Tower, both architecturally and structurally, but the lecturer did not think that the world-renowned tower was the most difficult work which its very able engineer had executed. Neither would M. Eiffel for a moment contend that it was as difficult a work as the Forth Bridge. Two Eiffel towers laid horizontally, and joined together at the centre, would just span one of the openings of the Forth Bridge, but, of course, the steel work would not be strong enough to carry its own weight if the towers were placed horizontally instead of vertically, whereas the Forth Bridge cantilevers, as already stated, would carry their own weight and six great iron-clads in addition. It was anticipated that the bridge would be practically finished at the end of this month.

POPULATION AND IMMIGRATION.

Mathematics, applied to the immigration question, develops food for the most serious thought as to the nation's future. Civilized races, under prosperous conditions, double their numbers every twenty-five years. At this rate the natural increase of the present population of the United States would, in 650 years, increase to such vast numbers as to cover the entire land surface of the earth so thickly that four individuals would have to stand on each square yard of surface.

Now, the census proves that the natural increase of our population has actually been at this rate, and in proof of the fact it is shown that the population in 1800 was 5,308,483, and in 1830 it had grown to 12,866,020. This was almost entirely from natural increase, as the entire number added by immigration up to 1820 is estimated at 250,000. This increase is really in excess of the average claimed. From 1830 to 1860 the population increased from 12,866,020 to 31,433,321, including immigration; this shows an increase of nearly 6,000,000 above the rate stated for our estimate. This is *actual* increase, and there is no way of scaling it to reduce the showing. Since 1860 immigration has steadily increased, and the population is rapidly growing to such density that we are already confronted with the same questions that are puzzling the older nations of Europe.

Now, the United States is but a small fraction of the land surface of the globe, and if our present increase steadily maintained would, in 650 years, cover the surface of the globe to the density stated, how long would it take to cover the limited area of the United States to such a density as to make the struggle of existence desperate beyond the capacity of man to endure?

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

JANUARY, 1890.



Notice to Receivers.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., January 1st, 1890.)

To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified, as provided in section 56 of the Constitution, that no beneficiary assessment is required for the month of *January*, 1890, and that therefore none has been levied for said month. Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Notice to Custodians of Protective Fund.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., January 1st, 1890.)

To Custodians of Protective Fund:

SIRS AND BROTHERS:—Pursuant to section 215 of the Constitution, you are required to forward to the Grand Lodge, not later than *February 1st*, a report of the Protective Fund of your Lodge for the quarter ending *January 31st*, 1890. Two blank forms have been forwarded to your Lodge for this purpose; one copy of your report is to be filed with the Lodge and one copy to be forwarded to the Grand Lodge as above provided. Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., January 1, 1890.)

To Secretaries of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 51 of the Constitution, you are required to report to the Grand Lodge as expelled all members who failed to

make payment of their Quarterly dues and Protective Fund dues for the quarter ending *April 30*. The names of said members must be reported to you by the Collector of your Lodge not later than *February 2d*, and by you reported to the Grand Lodge immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold subordinate members liable for their assessments, as per Section 55 of the Constitution. Fraternally yours,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Protective Fund Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., January 1st, 1890.)

To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to section 215 of the Constitution, you are hereby notified that the Protective Fund Dues for the quarter ending *April 30th*, 1890, amounting to seventy-five (75) cents, are now payable, and must be paid to the Collector of your Lodge on or before *FEBRUARY 1ST*, 1890. All members now enrolled, and all those admitted prior to *April 1st*, 1890, are liable for the full amount of Protective Fund Dues for said quarter. All members admitted during the month of *April* (from the 1st to the 30th, inclusive,) are exempt from payment of Protective Fund Dues for said quarter, as provided in section 131 of the Constitution. Any member failing to make payment as above provided, will be expelled from the Order, as per section 51 of the Constitution, said expulsion taking effect *February 2d*, 1890, and the Secretary is required to make due report thereof to the Grand Lodge. Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Quarterly Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., January 1st, 1890.)

To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to section 50 of the Constitution, you are hereby notified that the dues for the quarter ending *April 30th*, 1890 (such an amount as may be determined by the several lodges, provided in no case it shall be less than five (\$5.00) dollars), are now payable, and must be paid to the Collector of your Lodge on or before *FEBRUARY 1ST*, 1890. This amount will be in full payment of all Subordinate Dues and Beneficiary Assessments levied by the Grand Lodge for said quarter, as provided in section 131 of the Constitution. All beneficiary members now enrolled, and all those admitted prior to *April 1st*, 1890, are liable for the full amount of Quarterly Dues for said quarter. All members admitted during *April* (from the 1st to the 30th, inclusive,) are exempt from payment of Quarterly Dues for said quarter, as provided in section 131 of the Constitution. Any member failing to make payment as above provided, will be expelled from the Order, as per section 51 of the Constitution, said expulsion taking effect *February 2d*, 1890, and the Secretary is required to make due report thereof to the Grand Lodge. Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., December 1, 1889.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month ending November 30, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$1.48	70	\$60	139	\$82	208	\$78	277	\$24
2	20	71	128	140	124	209	82	278	347
3	378	72	196	141	168	210	60	279	38
4	88	73	72	142	170	211	102	280	44
5	186	74	38	143	88	212	72	281	350
6	96	75	182	144	213	44	282	48	351
7	56	76	110	145	66	214	52	283	86
8	152	77	244	146	80	215	102	284	186
9	180	78	86	147	102	216	40	285	110
10	94	79	74	148	82	217	34	286	104
11	160	80	126	149	358	218	36	287	92
12	470	81	200	150	128	219	102	288	357
13	192	82	190	151	90	220	74	289	56
14	296	83	128	152	108	221	78	290	139
15	84	84	128	153	62	222	44	291	94
16	224	85	118	154	36	223	48	292	34
17	64	86	122	155	52	224	60	293	40
18	70	87	54	156	72	225	28	294	50
19	105	88	102	157	32	226	38	295	36
20	56	89	138	142	127	227	38	296	40
21	118	90	96	159	90	228	254	297	64
22	28	91	99	160	114	229	42	298	60
23	48	92	62	161	56	230	104	299	98
24	98	93	124	162	190	231	94	300	58
25	100	94	124	163	46	232	54	301	64
26	120	95	234	164	98	233	48	302	38
27	140	96	74	165	96	234	70	303	32
28	102	97	172	166	96	235	74	304	94
29	64	98	68	167	68	236	42	305	46
30	56	99	176	168	100	237	148	306	104
31	54	100	72	169	262	238	70	307	80
32	58	101	74	170	76	239	86	308	42
33	114	102	80	171	46	240	134	309	78
34	86	103	284	172	74	241	12	310	44
35	58	104	34	173	242	188	311	48	380
36	96	105	70	174	202	243	80	312	40
37	72	106	50	175	86	244	132	313	80
38	118	107	150	176	28	245	120	314	382
39	48	108	48	177	70	246	86	315	124
40	108	109	159	178	262	247	88	316	104
41	94	110	60	179	98	248	114	317	38
42	34	111	118	180	44	249	58	318	46
43	110	112	66	181	24	250	186	319	40
44	140	113	128	182	62	251	124	320	100
45	126	114	183	183	100	252	154	321	32
46	78	115	62	184	24	253	66	322	56
47	156	116	98	185	54	254	114	323	30
48	108	117	94	186	116	255	38	324	20
49	82	118	54	187	46	256	38	325	56
50	228	119	50	188	257	78	326	92	395
51	86	120	164	189	80	258	42	327	76
52	108	121	96	190	38	259	78	328	36
53	126	122	64	191	82	260	56	329	26
54	186	123	180	192	136	261	48	330	42
55	60	124	80	193	50	262	68	331	44
56	30	125	38	194	140	263	114	332	66
57	302	126	64	195	58	264	98	333	160
58	62	127	78	196	94	265	180	334	48
59	144	128	66	197	84	266	110	335	62
60	22	129	184	198	68	267	72	336	40
61	124	130	140	199	80	268	32	337	112
62	92	131	84	200	28	269	90	338	44
63	66	132	90	201	70	270	196	339	42
64	74	133	282	96	271	56	340	66	44
65	84	134	72	203	106	272	42	341	36
66	110	135	64	204	28	273	108	342	68
67	140	136	54	205	84	274	48	343	44
68	90	137	54	206	38	275	136	344	44
69	138	138	68	207	100	276	345	345	18

Balance on hand November 1, 1889 . . . \$18,381 75
Received during month . . . 33,980 00
Balance on hand December 1 . . . \$51,770 75

Respectfully submitted,

EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
Board of Trade Building, St. Joseph, Mo.

C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON 141 Pacific Ave., Jersey City, N. J.

GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
430 Wyoming St., West Philadelphia, Pa.

W. F. HYNES Secretary
835 Eleventh St., Denver, Col.

J. J. LEAHY 2627 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN, 5 Draper St., Toronto, Ontario
C. J. SINGLETON L. Box 885, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets in Union Hall at 2 P. M., every Sunday.

James H. Fordyce, 13 Church St. Master
William Uhlman, 18 Crawford St. Secretary
William Uhlman, 18 Crawford St. Collector
Charles E. Barkman, 101 Pike St. Receiver
James H. Fordyce, 13 Church St., Magazine Agent

2. SPARTAN; Monon, Ind.
Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.

Thos. F. Doran Master
Chas. M. Hill Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Clint Williams Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.

C. W. Martin, 467 Grove St. Master
D. W. J. Mahoney, 421 Summit Ave. Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
J. H. Voorhis, 421 Summit Ave. Magazine Agent

4. GREAT EASTERN Portland, Maine.
Meets in B. of L. E. Hall, 53 Temple St., 1st and 3d Sunday.

F. H. Pember, 89 Lincoln St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 28 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. Howard Pember, 89 Lincoln St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.
A. N. Darragh, Box 1273. Master

C. W. Dyer, Box 1278. Secretary
James Ballentyne, Box 1273. Collector
Geo. W. Fenwick, Box 1273. Receiver
Joseph R. Odell, Box 1273. Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.
F. W. Gratiot, Box 286. Master

Alexander Williams, L. Box 212. Secretary
Michael Rabbitt, Box 18. Collector
Wm. H. Wonder, Box 4. Receiver
D. J. Roach, L. Box 18. Magazine Agent

7. POTOMAC; Washington, D. C.
R. M. Smith, 129 Carroll St., S. E. Master

H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
J. T. Gregory, 407 6th St., S. W. Collector
Wm. C. Jasper, 628 Pennsylvania Ave., N. W. Receiver
John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.
Jerry Scott, 420 Morgan St. Master

A. M. Rager, 418 Austin Ave. Secretary
T. W. Weaver, 700 W. Munson St. Collector
J. F. Cramer, 614 W. Owning St. Receiver
Jas. K. Fairley, 605 Day St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.
 F. J. Kistler, 212, 214 S. High St. Master
 C. C. Coit, 406 Pennsylvania Ave. Secretary
 S. L. Cranford, 17 H. Round House Collector
 F. J. Kistler, 212, 214 S. High St. Receiver
 Leonard Lawrence, 860 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
 August H. Buse, 42 Michigan St. Master
 A. G. Laubscher, Seward St., West Cleveland Secretary
 A. G. Laubscher, Seward St., West Cleveland Collector
 T. F. Curtis, 41 W. Madison St. Receiver
 A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.
 Abram M. Vanatta Master
 C. A. Stevenson, Box, 106 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L. Box 96 Receiver
 A. M. Vanatta Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
 J. J. Knauff, 238 Fifth St. Master
 Hugh T. Maloney, 41 Fifth St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 70 Michigan St. Receiver
 Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
 George E. Hull, 336 Communipaw Ave. Master
 Henry Kline, 128 Van Horn St. Secretary
 Edward F. Jones, 108 Pacific Ave. Collector
 Wm. J. Lewis, 225 Whiton St. Receiver
 Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W. Washington St., fourth floor, every Tuesday at 8 P. M.
 Wm. M. Linderman, I. B. & W. Shops Master
 Geo. P. Kern, 77 E. Morris St. Secretary
 E. J. Kline, 631 North West St. Collector
 W. J. Hugo, 79 N. Noble St. Receiver
 Chas. McCauley, 136 Randolph St. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
 James Murphy, 65 Mullen St. Master
 James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
 Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 A. Blair, 32 Favard St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.
 Frank Dupell, 922 N 9th St. Master
 J. F. O'Reilly, 824 N 5th St. Secretary
 Henry Balesdorf, 203 N 12th St. Collector
 C. A. Bennett, 1004 N 9th St. Receiver
 E. Bundy, 702 N. 14½ St. Magazine Agent

17. FINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 O. E. Collins Master
 L. V. Bowman Secretary
 G. P. Malai Collector
 J. E. Platner Receiver
 D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.
 Charles McMillan Master
 Rufus McCormick Secretary
 C. A. Blackman Collector
 George W. Michel, Box 145 Receiver
 F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.
 J. B. Cunningham Master
 Tom. J. Griffin Secretary
 T. H. Wetmore Collector
 Jas. Richardson Receiver
 Chas. T. Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.
 J. W. Taylor, Box 172 Master
 George C. Wells, Box 117 Secretary
 George Morse, Box 400 Collector
 Alfred Hibbard, L. Box 25 Receiver
 Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.
 Wm. Merkle, 810 Chambers St. Master
 Chas. O. Ard, 2142 Walnut St. Secretary
 Eli Giclas, 944 Chouteau Ave. Collector
 Wm. C. Linck, 2803 St. Louis Ave. Receiver
 F. W. Hinkley, 120 S. High St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. F. Hall, 2d and 4th Sundays.
 Lawrence Sullivan, Box 367 Master
 George Richter Secretary
 Alexander McLennan Collector
 Daniel O'Connor, 93 Decatur St., Indianapolis, Ind. Receiver
 S. Gibson Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.
 Joshua Proctor Master
 John S. Ott, L. Box 523 Secretary
 C. M. Probst, Box 64 Collector
 John S. Ott, L. Box 523 Receiver
 A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. F. Hall, on Johnson Ave., every Wednesday at 1 P. M.
 Charles W. Maier, Box 514 Master
 I. B. Melville Secretary
 C. Parsons Collector
 Lot. Brandenberg Receiver
 F. K. Plance Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Geo. McCormack, Box 590 Secretary
 Geo. McCormack, Box 590 Collector
 A. M. Sourwine, Box 339 Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Popjoy, Box 675 Master
 Frank R. Melcher, Box 639 Secretary
 Henry Popjoy, Box 675 Collector
 Frank R. Melcher, Box 639 Receiver
 S. A. McFadden, Box 583 Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 905th ave., 8 Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 365 G Ave., West Receiver
 Chas. R. Kimbro, 860 F. Ave. W. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan, Box 377 Master
 Wm. L. Kinglety Secretary
 Lev. C. Clark Collector
 Frank D. Winn, L Box 232 Receiver
 W. C. Stevenson, Box 15 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each month, corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 Hugh W. Bird Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 R. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 28 5th St., Dubuque, Iowa Magazine Agent

31. E. B. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Woodman's Hall, cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commercial Sts. Master
 S. S. Hamrick, 1008 Main St. Secretary
 Chas. Bennington, 1413 Santa Fe St. Collector
 John O'Connor, 1420 Santa Fe St. Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.
 Frank A. Kinch, 5227th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 235 7th Ave Receiver
 Jos. F. Butler, 1705 S. 5th St Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 480 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 480 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S. Express Co. Master
 Albert H. Kelley 98 Green St. Secretary
 M. E. Clark, 82 Green St. Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. E. Clark, 82 Green St Magazine Agent

37. NEW HOPE; Centralla, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.
 H. G. Cornick, Box 151 Master
 D. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nurney, Box 318 Receiver
 Alfred C. Faulstich, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St. Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 James Griffin, cor. 9th Ave. and 27th St. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.
 Wm. Ryan, 603 W. Graham St. Master
 P. L. Cutler, 604 N. Allen St. Secretary
 P. L. Cutler, 604 N. Allen St. Collector
 Ed. W. Spreen, 704 N. Mason St. Receiver
 Thomas Powderly, 1208 Western Ave., Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.
 Archie Campbell Master
 N. H. Olson, L. B. 173 Secretary
 Samuel Hutson Collector
 Walter Morris Receiver
 F. C. Parker, L. Box 173 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sundays at 2:30 P. M.
 Alfred H. Tyler, 312 Lake St. Master
 W. J. Parsons, 520 W. Main St. Secretary
 John Harrington, 520 W. Main St. Collector
 Byron B. Wilber, w. 901 Johnson St. Receiver
 Frank Lawrence, 416 w. Mifflin St. Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d Thursdays.
 W. E. Sullivan, 2235 S. 6th St. Master
 F. P. McDonald, Room 19, Board of Trade Building Secretary
 W. E. Sullivan, 2235 S. 6th St. Collector
 C. C. Montgomery, 2012 Savanna Ave Receiver
 H. E. Slater, 1304 S. 9th St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackleach Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 256 Secretary
 Wallace Reeve, Box 498 Collector
 J. P. Collins, Box 256 Receiver
 I. E. Sordin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 George Emery, 1009 North St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark Secretary
 William Smith, 206 S. Cross St. Collector
 George Emery, 1009 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N. Fifth St. Master
 J. C. Ettinger, 901 E. Capitol Ave Secretary
 Wilson Somerville, 705 S. 9th St. Collector
 D. C. Webster, 1117 S. 8th St. Receiver
 E. W. Anderson, 705 S. 9th St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.

Lawrence Murphy, 1474 Indiana Ave. . . . Master
George Porter, 1509 Indiana Ave. . . . Secretary
George Porter, 1509 Indiana Ave. . . . Collector
Ben. Busch, 1537 Michigan Ave. . . . Receiver
Thos. O'Connor, 1240 Indiana Ave. . . . Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.

George C. Watt, 617 1st St. . . . Master
J. V. Johnson, 413 Persimmon St. . . . Secretary
W. A. McMillan, 256 State St. . . . Collector
George C. Watt, 617 1st St. . . . Receiver
A. G. Elbertson, 711 N. Adams St. . . . Magazine Agent

49. J. H. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.

E. J. Wilkins, 1330 E. William St. . . . Master
Dan Dineen, 537 N Broadway. . . . Secretary
Charles Hockery, 1643 E. William St. . . . Collector
A. H. Sutton, 975 N Water St. . . . Receiver
E. J. Wilkins, 1330 E William St. . . . Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Saturdays at 7:30 P. M.

Calvin M. Wolcott, 5001 State St. . . . Master
P. R. Brislen, 4700 Wabash Ave. . . . Secretary
C. D. Dickerman, 5142 Dearborn St. . . . Collector
T. G. Berry, 347 46th St. . . . Receiver
F. C. Hannahan, 4037 Dearborn St. . . . Magazine Agent

51. PRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.

John S. Carson, Box 437, Station A, Springfield. . . . Master
Michael Gaffney, Station A, Springfield, Secretary
Geo. A. Hasler, Station A, Springfield. . . . Collector
John S. Carson, Box 437, Station A, Springfield. . . . Receiver
L. S. Wolfe, Station A. . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Sunday at 2 P. M.

Charles Truman, 1318 Spear St. . . . Master
W. A. McDonald, 1216 Smead St. . . . Secretary
John T. Maloy, 715 W Ottawa St. . . . Collector
W. W. Jamison, 405 Market St. . . . Receiver
J. A. Holland, N Sycamore St. . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 130 P. M.

A. E. Pearce, Box 1201 Master
J. T. Williams, 121 Congress St. . . . Secretary
John McGaha, Moline, Kan. . . . Collector
John C. Hadley, 22 Pine St. . . . Receiver
Edward Fithen, Strong City . . . Magazine Agent

54. ASCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.

J. F. Seely Master
R. P. Corrigan, Box 682 Secretary
M. Sullivan, Box, 1551 Collector
R. P. Corrigan, Box 682 Receiver
M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.

Jacob Fuchs, L. & N. Shops Master
Jacob Wagner, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
A. S. Klyce, L. & N. Shops Receiver
J. E. McFadden, 198 Johnson Ave. . . . Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.

W. E. Baldwin, L Box 400 Master
Charles H. Runyan Secretary
Joseph J. Smith, Box 51 Collector
T. A. Newcomb Receiver
W. M. Collacott Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Engineers' Hall, 47 Hanover St., 1st and 3d Sundays.

F. F. Derby, 16 Hotel Salem, Charlestown, Master
T. H. Haines, Ocean View St., Winthrop.

Mass.
A. W. Spurr, 66 Hammond St. Secretary
W. H. Bigelow, 10 Hotel Salem, Charles-

town Collector
H. E. Stevens, 5 Davis St. Receiver
Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.

Elmer E. Greeley Master
C. B. Cottrell Secretary
A. C. Thyle Collector
George B. Clark Receiver
Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.

A. M. McMurray, Box 458 Master
S. R. Sexton, Box 330, Pueblo Secretary
C. S. Walker, 124 Mechanic St., Pueblo. Collector
M. C. Donnelly, 216 E 3d St., Pueblo Receiver
J. T. DeJerssev, No. 601 B St., Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.

James Wertz, 2013 N 3d St. Master
Howard Reeder, 1943 Lawrence St. Secretary
James Wertz, 2013 N 3d St. Collector
B. F. Pettitt, 1933 Marshall St. Receiver
Chas. H. Reihner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St., 2d and 4th Sundays.

James V. Piper, corner Jackson St., and Como Ave. Master
P. McLaughlin, 101 Sycamore St. Secretary
Geo. W. Kilnefelter, 889 Agate St. Collector
Theo. T. Hart, 709 Tuscarora St. Receiver
J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,

Geo. P. Berry Master
U. S. Van Demark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.

H. J. Bohn, 501 E. Main St. Master
George H. Boyd Secretary
E. E. Partlow, 713 N. Hazel St. Collector
B. M. Mantion, 202 Collett St. Receiver
Chas. Stevens, 512 Hazel St. Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

D. L. Davenport, 1521 E 6th St. Master
Chas. Forsyth, St. James, Minn. Secretary
Sidney Weir, 506 Iowa St. Collector
James Griffin, 419 Clark St. Receiver
H. G. Stowell, 1117 Seventh St. Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
 J. B. Newcomer Master
 Geo. T. Bennett, Box 3 Secretary
 C. W. Evans, Box 488 Collector
 W. D. Grimes Receiver
 M. J. Fitzpatrick, 821 W 5th St., Wino-
 na, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th
 Sundays at 2:30 P. M.
 W. C. Curtis, Box 80, Belleville Station Secretary
 Victor Wensley, Box 51, Belleville Station, Master
 Wm. J. Logue Collector
 Wm. J. Logue Receiver
 Jas. Williamson, Belleville Sta-
 tion Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
 2:30 P. M.
 John Ross, Clarence Square Master
 Geo. E. Crowhurst, 206 Grange ave. Secretary
 P. Richardson, 19 Mitchell Ave Collector
 James Pratt, 172 Huron St Receiver
 Robert Reid, 31 Leonard Ave Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
 2 P. M.
 J. S. McCauley, Box 24 Master
 Richard Hall Secretary
 Patrick E. Keating, Box 62 Collector
 E. W. Brogan Receiver
 Geo. W. Defoe Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
 7:30 P. M.
 J. B. Hislop, Box 620 Master
 George Purvis, Box 620 Secretary
 J. G. Goodison, Box 206 Collector
 W. J. Dowell, Box 183 Receiver
 J. G. Goodison, Box 206 Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
 P. M.
 J. H. Doan, Box 411 Master
 Charles S. Weller, Box 316 Secretary
 Albert N. Oden, Box 411 Collector
 T. E. Waits, Box 411 Receiver
 C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
 3 P. M.
 J. E. Owens Master
 W. W. Rowe, 45 Clinton St Secretary
 Howard Wickham Collector
 Irvin Baker, 38 Grove St Receiver
 Menzo W. Colyer Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
 Geo. W. Tush, 236 5th St Master
 James L. Gibbs, Collingswood Secretary
 Geo. W. Austermuhl, 437 Mickle St Collector
 James L. Gibbs, Collingswood Receiver
 G. W. Austermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St.,
 2d and 4th Sundays.
 James W. Mead, 75 Prospect St Master
 Charles A. Smith, Box 739 Secretary
 J. J. Cunningham, 29 Fescott St Collector
 Charles A. Smith, Box 739 Receiver
 W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
 Thomas Donahue, Box 421 Master
 Edwin J. Pearce, Box 421 Secretary
 G. B. Campbell, Box 421 Collector
 Edwin J. Pearce, Box 421 Receiver
 G. B. Campbell, Box 421 Magazine Agent

74. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
 2d and 4th Sunday afternoons
 W. W. Jones, 1403 N. 52d St Master
 C. W. Reeves, 750 N 38th St., West Phila-
 delphia Secretary
 John T. Findley, 3604 Fairmount Ave. Collector
 C. W. Reeves, 750 N 38th St., West Phila-
 delphia Receiver
 J. T. Findley, 3601 Fairmount Ave. Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
 P. M.
 Wm. Pannon, Box 67 Master
 W. C. Hall Secretary
 Harry Pearce Collector
 W. W. Hurd Receiver
 W. L. Adair Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
 7:30 P. M.
 Thos. N. Worth, 1110 Converse St., N.
 Denver Master
 W. F. Brundage, 1216 Larimer St Secretary
 D. L. Marrs, 425 Beecher Ave., N side Collector
 W. F. Brundage, 1216 Larimer St Receiver
 S. L. Kanage, 2,601 Market St Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
 at 7 P. M.
 Frank Boltlinghouse, 1103 E. Third St Master
 J. P. Alcorn, 1223 Engineer St Secretary
 G. H. Lyons, 318 Engineer St Collector
 Henry Anleighter, 1106 E. 5th St Receiver
 G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays
 and 2d and 4th Sundays.
 Dan O'Donnell Master
 Charles E. Stone Secretary
 Charles E. Stone Collector
 Frank J. Carr Receiver
 John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.
 John S. Slick, 447 Main St Master
 P. G. Springer, Room 8 Frazier Block Secretary
 J. J. Waters, 202 5th St Collector
 Chas. S. Mason, 91 South St Receiver
 Chas. Kelly, 508 Fox St Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
 4th Sundays 2 P. M.
 W. J. Bain, Box 1,763 Master
 George Watts, Box 1831 Secretary
 George F. Watson Collector
 J. F. McGinnis Receiver
 Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday after-
 noon of each month, at 68 and 70 6th St., 8.
 Ernest B. Mayo, 421 1st Ave South Master
 W. E. Richmond, 820 N Girard Ave Secretary
 Robert J. Watson, Mt. Curve ave., bet.
 Knox and Logan ave. Collector
 W. E. Richmond, 820 N Girard Ave Receiver
 Ernest B. Mayo, 421 1st Ave S. Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at
 8 P. M.
 I. M. Dean, Box 406 Master
 George H. Tucker, Box 406 Secretary
 I. M. Dean, Box 406 Collector
 George H. Tucker, Box 406 Receiver
 Nick Phaler Box 406 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th
 Sundays at 2:30 P. M., 1st Monday at 7:30
 P. M.
 John Tighe, 70 Hart St Master
 James Burgess, 64 Cliff St Secretary
 Frederick Voss, 103 Green St Collector
 E. C. Wilder, 50 South Ave Receiver
 Thos. Minshall, 24 Irving St Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, 1604 16th St. Master
 Wash. Terrett, 17 16th St. Secretary
 Wash. Terrett, 17 16th St. Collector
 Eugene McCauliffe, 114 9th St., S. Receiver
 A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 Master
 William N. Roth, Box 346 Secretary
 George W. DeForest, Box 455 Collector
 William N. Roth, Box 346 Receiver
 George M. Harris Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30 P. M.
 Thomas F. Croake, Box 87 Master
 Ed. Smyth Secretary
 J. B. Robinson Collector
 T. F. O'Donnell Receiver
 Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman Master
 L. W. Putnam Secretary
 Wm. Veny Collector
 Frank McCann Receiver
 Dennis Moore Magazine Agent

89. CHEWAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 287 Selma St., Selma, Ala. Master
 D. C. Hair, Box 435 Secretary
 J. F. Sugg Collector
 E. L. Cranford, 287 Selma St., Selma, Ala. Receiver
 W. H. McDade, Atlanta, Ga. Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30 P. M.
 Jas. C. Sharp, Box 704 Master
 Jas. A. Brewster, Box 645 Secretary
 Wm. Fleming, Box 645 Collector
 J. M. Walker, Box 645 Receiver
 W. H. Fletcher, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th Tuesdays at 7:30 P. M.
 John A. Center, 322 Shotwell St. Master
 Chas. A. Crites, 203 16th St. Secretary
 Ed. P. Dougherty, 230 Shotwell St. Collector
 Chas. A. Crites, 203 16th St. Receiver
 W. S. Runyon, 175 16th St. Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall, Jefferson Block.
 Charles H. Spath, 39 W. Talman St. Master
 M. H. Counsell, 18 E. 5th St. Secretary
 James Whalen, 290 W. 7th St. Collector
 James Whalen, 290 W. 7th St. Receiver
 Thos. Bradley, 123 W. Cayuga St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St. Master
 E. J. Kelly, 519 Ridge St. Secretary
 John Burns, 513 Des Moines St. Collector
 E. J. Kelly, 519 Ridge St. Receiver
 Henry Montgomery, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, L. Box 218 Master
 H. W. Brandt, L. Box 218 Secretary
 E. E. Buller, L. Box 218 Collector
 J. W. Hudson, L. Box 218 Receiver
 Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St. Master
 John J. Doyle, 165 W. Chicago ave. Secretary
 J. F. Cantion, 142 Front St. Collector
 E. W. Wallbaum, 188 Milton Ave. Receiver
 Allen Webb, 202 N. Carpenter St. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag, Box 695 Master
 Joseph Quinn, Box 695 Secretary
 L. M. Lockhart, Box 695 Collector
 Joseph Quinn, Box 695 Receiver
 John Leibtag, Box 695 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineer's Hall, at 512 San Fernando St., every Tuesday at 7:30 P. M.
 Ed. Whitney, 46 Ann St. Master
 H. C. Forsyth, 22 Railroad St. Secretary
 Wm. T. Curl, 636 San Fernando St. Collector
 Ed. Whitney, 46 Ann St. Receiver
 J. S. Gates, 770 St. Fernando St. Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady Master
 H. J. Grubman Secretary
 Fred Frolich Collector
 Edward G. White Receiver
 Veff. Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening
 E. E. Pruyn, 41 1st Ave. Master
 W. P. Couch, 24 Thompson Ave. Secretary
 George Kingsley, 22 Upton Park Collector
 George Kingsley, 22 Upton Park Receiver
 Louis Mansfield, 44 Ames St. Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 Wesley Alsop, Box 609 Master
 Richard A. Potter, Box 609 Secretary
 A. M. Freeman, Box 609 Collector
 Richard A. Potter, Box 609 Receiver
 Wesley Alsop, Box 609 Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igoo, Box 246 Master
 Frank E. Giltner Secretary
 Frank E. Giltner Collector
 John Igoo, Box 246 Receiver
 Frank Strunce Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. cor. 6th St., and Grand ave., alternate Sundays at 2 P. M.
 R. E. Nash, 1412 Grand ave. W. Master
 W. L. Carss, 849 W. 13th St. Secretary
 C. C. Woodard, 917 Court ave., Des Moines Collector
 F. S. Payne, 115 E. 9th St. Receiver
 W. L. Carss, 849 W. 13th St. Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colkan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 Isaac Honaker, 1011 E. Green St. Master
 Christ. Ketterer, 710 18th St. Secretary
 T. B. Meals, 912 Magazine St. Collector
 Christ. Ketterer, 710 18th St. Receiver
 Henry Blume, 1,000 16th St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly, Box 151 Secretary
 Charles Heimberger Collector
 Frank Robertson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.

F. W. Peterson Master
James Strahan Secretary
J. M. Lindemon Collector
Frank D. Fenn, L. Box 20 Receiver
Frank D. Fenn, L. Box 20 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofts Hall 2d and 4th Sundays at 2 P. M.
Joseph Chaloupka, 1470 Cedar St. Master
Henry Quade 446 High St. Secretary
Joseph Chaloupka, 1470 Cedar St. Collector
Laverett Douglass, 933 Garfield Ave. Receiver
Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.

August Gerhart, Box 196 Master
P. D. Gregg, Box 677 Secretary
Chas. D. Hoyt, Box 183 Collector
Thomas Wilson, Box 497 Receiver
George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.

Wm. J. Brown Master
Edward Bradley Secretary
Frank Wilson Collector
R. T. Pearson Receiver
John A. Simon, Alamosa, Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.

W. J. Murphy, 814 Montrose Ave. Master
J. L. Pate, 2919 Caroline St. Secretary
Charles Durnell, 1303 S Compton Ave. Collector
J. L. Pate, 2919 Caroline St. Receiver
J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.

J. R. Gordon, L. Box 235 Master
C. P. Collins, Corning, O. Secretary
William Fitzmaurice Collector
W. C. Bruce Receiver
C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.

P. J. Slagle, L. Box 864 Master
W. P. Fitzgerald, L. Box 846 Secretary
F. W. Neidheiser, Box 605 Collector
W. P. Fitzgerald, L. Box 846 Receiver
Geo. W. Coen Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellows' Hall, 1st and 3d Tuesdays at 7:30 P. M.

S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
S. R. Wild Receiver
G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.

W. J. Ingling Master
John H. Hiler Secretary
John H. Shannon Collector
Frank Walton, Box 166 Receiver
H. F. Christman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.

Michael Walsh Master
Thomas O. Jones, Box 250 Secretary
Thomas O. Jones, Box 250 Collector
Ernest Heenan, 1010 Central Ave. Receiver
James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.

H. L. Briggs, Cor. 8th and Market Sts. Master
Jno. Buckley, 19th and O½ Sts. Secretary
Wm. Powell, 29th St. & Broadway Collector
H. L. Briggs, Cor. 8th and Market Sts. Receiver
Wm. Powell, 29th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.

William Dingwall, 2004 Stone St., Port Huron, Mich. Master
R. J. Gee, 1604 Poplar St., Port Huron Secretary
R. J. Gee, 1604 Poplar St., Port Huron Collector
E. G. Hubbard, Box 127 Receiver
J. J. Jackson, 2202 Stone St., Port Huron, Mich. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.

S. T. Fletcher, 221 Maitland St. Master
R. Hornsby, 154 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John Dickson, 367 Simcoe St. Receiver
Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.

R. A. Leonard Master
Geo. A. Pearson, Richmond Station Secretary
Geo. A. Pearson, Richmond Station Collector
John Kelly, Richmond Station Receiver
Geo. A. Pearson, Richmond Station Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.

Wm. Carmichael, River du Loup Station Master
Louis D. Poulin, I. C. Ry. Station Secretary
Louis D. Poulin, I. C. Ry. Station Collector
W. H. Rougean, River du Loup Station Receiver
W. H. Rougean, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.

E. F. McNulty, 266 W Fayette St. Master
Simon Mangan, 730 Otisco St. Secretary
L. G. Rousson, 18½ Richmond St. Collector
F. H. Livingston, 404 Jackson St. Receiver
A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.

James F. Roody Master
Isaiah D. Wolcott, 2 Magee St. Secretary
Isaiah D. Wolcott, 2 Magee St. Collector
E. E. Everts, 159 E Erie Ave. Receiver
Chas. J. Boylan Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, every Sunday at 2:30 P. M.

A. C. Reif Master
W. D. Stokes, L. Box 13 Secretary
Charles Rokey Collector
Thos. H. Crowner Receiver
Wm. Wolf Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every Wednesday at 8 P. M.

Albert Cole, 1719 Mason St. Master
John Glynn, 1722 S. 6th St. Secretary
J. D. Behrens, 810 Pierce St. Collector
Albert Cole, 1719 Mason St. Receiver
William A. Cummings, 1306 S 12th St. Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 9:30 P. M.

H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
R. W. Zille, Box 389 Receiver
E. G. Benson Magazine Agent

125. GUDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and
4th Sundays.

W. M. Gallup, 512 S 3d St Master
J. P. Boyce, 103 W Nevada St Secretary
J. S. Smedes, 307 S Center St Collector
J. M. Larimer, 307 S 3d Ave Receiver
J. O. Rose, 410 W Church St Magazine Agent

126. CONET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d
and 4th Sundays.

B. C. Henry Master
E. H. Talmadge Secretary
Thos McFarlane Collector
W. A. Brossard Receiver
Wm. Ryan Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tues-
day and 3d Wednesday evening.

J. G. Jonsh, 226 McWilliams st Master
H. English, 76 Williams St Secretary
F. M. Vanackie, 31 Isabel St Collector
Thomas Reese, 20 Gunnell St Receiver
W. J. Higgins, 1 Shultz St Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7
P. M.

Geo. M. Brown Master
C. C. Smith, Box 58 Secretary
B. F. Brown Collector
James McKenzie, Forsyth Receiver
M. E. Colbert Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at
2 P. M.

M. A. Harring, Box 525 Master
J. F. Burns Secretary
M. Quinn Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at
2 P. M.

Con. S. McAuliffe, 451 Walker St Master
Bernard J. Fahl, Western Ave. and
Wells St Secretary
Con. S. McAuliffe, 451 Walker St Collector
Con. S. McAuliffe, 451 Walker St Receiver
Edward Henretty, 568 1st Ave Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at
2:30 P. M.

A. R. Johnson, Box 211 Master
George L. Gearhart Secretary
A. R. Johnson, Box 211 Collector
R. J. Luxan, Box 386 Receiver
R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
2:30 P. M.

Harry G. Pool, Box 386 Master
W. R. Hammond, Box 406 Secretary
Stephen E. Calkins, Box 49 Collector
John H. Howell Receiver
E. G. Bates, Lake City, Ia Magazine Agent

133. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, 2d and 4th Sundays at
7 P. M.

J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Geo. E. Kendall Receiver
Harley Palmer Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.

W. C. Barney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at
7 P. M.

Collin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Collin McArthur Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at
8 P. M.

Thos. R. Wilkinson, Box 454 Master
Archie McArthur, Box 454 Secretary
Archie G. Edmunds, Box 454 Collector
John A. Watson, Box 454 Receiver
Jos. Kelcher, Box 454 Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at
2:30 P. M.

C. W. Friend Master
J. T. Hull, Box 375 Secretary
Geo. W. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.

W. C. Ingraham Master
Harry Stanley, 101 Walnut St Secretary
P. H. Burns, 18 Float St Collector
George Showalter, 50 N. Galena ave Receiver
George Showalter, 50 N. Galena
ave Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.

J. J. Norton Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Parker Barrett Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30
P. M.

A. G. Archer Master
W. S. Brewster Secretary
J. W. Hardy, L Box 599 Collector
Henry Wise, L Box 599 Receiver
S. W. Seelinger Magazine Agent

141. A. G. FORKIER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every
Wednesday at 7:30 P. M.

A. J. Kohler, 461 Calhoun St Master
H. Kilpatrick, 142 N. Cass St Secretary
J. H. Westerman, 20 Buchanan St Collector
W. R. Fredericks, 415 S Lafayette St Receiver
Frank C. Smith, 46 Elm St Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, St. Clair St., 5th Ward,
1st and 3d Sundays at 1:30 P. M., and 2d and 4th
Thursdays at 7 P. M.

Albert S. Mead, Air Line Junction Master
B. J. Ross, Penn. Engine House Secretary
G. W. Nesper, 406 Broadway Collector
Fred. E. Bitman, 713 S Erie St Receiver
J. G. Hoffstatter, Air Line Junction Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every
Monday, at 8 P. M.

T. L. Davis, 1232 Euclid Ave., Alameda Master
R. H. Potts, 1792 7th St Secretary
T. J. Roberts, 1839 William St Collector
C. Sellander, 963 4th Ave. East Oakland, Receiver
C. Sellander, 963 4th Ave., East Oak-
land, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d
Sundays at 9 A. M., and 4th Sunday afternoons.
Wm. A. Thompson Master
A. B. Thompson Secretary
Wilmot Keith Collector
Wm. A. Thompson Receiver
William Hamilton Magazine Agent

145. DAVEY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday
at 7 P. M.
Pat. Smith, 313 Burleson St. Master
Edward Beere, Cor. Cherry and Burles-
son Sts. Secretary
Edmond Lowe, cor. Sherman and Hack-
berry Sts. Collector
Edward Beere, cor. Cherry and Burles-
son Sts. Receiver
H. A. Donaldson, 23 River Ave. . Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30
P. M., and 2d and 3d Mondays at 2 P. M.
D. M. Moody, 105 Hardy St. Master
Ed. C. Gerber, 41 Liberty Ave. Secretary
Chas. F. Miller, S. P. Shops. Collector
G. H. Keohler, 111 Montgomery Ave. . Receiver
J. D. Monoghon, 13 Vine St. . . . Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
R. Robinson, Box 105 Master
James Conney, Box 105 Secretary
Frank John, Box 105 Collector
W. Short, Box 105 Receiver
H. Sims, Box 105, Temple, Tex. . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
Mike Bannan, Box 416 Master
S. F. James, Box 416 Secretary
C. W. Rankin Collector
E. Stafford, Box 488 Receiver
J. W. Bain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays
at 8 P. M.
James F. Hough, 1418 Ave. A. Master
P. A. Donahue, 311 W 55th St. Secretary
Robert T. Roscoe, 1938 3d Ave. Collector
Albert H. Hawley, 2,707 8th Ave. . Receiver
Chas Cowdrick, 236 E 119th St. . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d
Sts., 2d and 4th Sundays at 2 P. M.
Fred. D. Fletcher, 212 Garden St. Master
Wm. Charlesworth, 240 W. Washington
St. Secretary
Abe Switzer Collector
Wm. D. Reany, 416 W Washington St. . Receiver
Wm. Thomas, 350 W. Washington
St. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
Alexander McGilvery, 98 Elgin St. Master
Wm. Perkins, 150 Wellington St. Secretary
Wm. Broughton, 18 Inchbury St. Collector
William F. Baines, 180 Queen St. Receiver
William Broughton, 18 Inchbury
St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcumn Hall, 1st and 3d Sundays
W. A. Maguire Master
Frank E. Ayers, Box 104 Secretary
Frank Potter Collector
Thos. A. Weir, Kirby House, Saginaw. . Receiver
Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LOEB; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
W. B. Lane, 202 Hill St. Master
J. B. Martin, 401 S. Broadway Secretary
H. L. Wright, 11 S. Barbee St. Collector
J. T. Helman, 114 N Broadway Receiver
J. M. Parmley, 624 1st and Hill Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00
P. M.
R. W. Cameron, Box 141 Master
Ed. K. Brehl Secretary
J. E. Flint, Box 819 Collector
M. A. Lea, Box 77 Receiver
James M. Jones Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Satur-
day at 8 P. M., and 3d Thursday at 10 A. M.
Ed. S. Wetherbee, 417 W 48th St. Master
William J. Campbell, 2546 8th Ave. Secretary
William J. Campbell, 2546 8th Ave. Collector
C. C. McGrane, 2358 8th Ave. Receiver
C. C. McGrane, 2358 8th Ave. . . . Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30
P. M.
W. E. Randolph, Box 256 Master
N. F. Colbert, Box 256 Secretary
M. T. Byrnes, Box 256 Collector
J. C. Potter, Box 256 Receiver
J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M.,
and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
F. P. Stutesman, L Box 807 Secretary
Geo. H. Smith Collector
M. E. Whetsel Receiver
F. E. O'Connell Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and
4th Sundays at 1:30 P. M.
Chas. E. Matteson, 187 Welsh Ave. Master
A. Edmiston, 298 Riopelle St. Secretary
John W. Lee, 647 Congress St. Collector
Ed. Heidenrich, 124 Hastings St. Receiver
Louis Groscauf, 251 Labrosse St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union
Sts., every Monday at 9:30 A. M.
G. Kunding, N. C. & St. L. Round
House Master
D. J. Singleton, 471 Humphrey St. Secretary
D. J. Singleton, 471 Humphrey St. Collector
J. L. Enoch, 241 Foster St., E Nashville. . Receiver
D. J. Singleton, 471 Humphrey St., Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d
and 4th Sundays at 2 P. M.
W. H. Boleman, 546 William St. Master
R. T. Skinner, 1,504 Walnut St. Secretary
E. F. Stiker, 1,611 Division St. Collector
F. W. Hunter, 1,044 Main St. Receiver
John Z. Fairchild, 516 Upper 11th St., Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and
Jefferson sts., every other Sunday at 2 P. M.
J. A. Richards, 1117 S 8th St. Master
W. A. Flannery, 1212 N 8th St. Secretary
S. W. Bowser, cor. Port and Linn Sts. Collector
J. D. Hawksworth, 2003 Madison St. Receiver
W. A. Flannery, 1212 N 8th St. . . . Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every
Tuesday night 7:30, and 1st Sunday at 2 P. M.
W. W. Howard, 1200 S Main St. Master
J. C. Doty, 311 Harrison St. Secretary
Theo. Snader, 510 Sixth St. Collector
D. F. Wagner, 326 Jefferson St. Receiver
Sam. E. Ivey Magazine Agent

102. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 Dewitt Hope, Box 56 Magazine Agent

104. KEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derck, Box 202 Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

106. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.
 J. E. Brombaugh Master
 O. M. Leedy Secretary
 George B. Richason, Box 283 Collector
 Albert I. Kouth Receiver
 G. W. Adams, Box 166 Magazine Agent

108. WH. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.
 C. M. Keller, Box 619 Master
 J. P. McConley Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L. Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

107. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 Chas. W. Bryan Master
 C. E. Velin Secretary
 Chas. W. Bryan Collector
 Hugh Farmer Receiver
 H. P. Smith, Wallula, Wash. Ter., Magazine Agent

100. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 2d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 Fred Stirmemann Master
 J. E. Wells, 416 Avon St. Secretary
 George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Thos. Cawley, 521 Mill St. Receiver
 Frank M. Barker, 713 George St. Magazine Agent

100. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 H. H. Sweet, 51 Elm St. Master
 V. C. Randolph, 79 River St. Secretary
 A. H. Spencer, 18 Elm St. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 31 S Division St. Magazine Agent

110. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 A. H. Garfield, 511 Beach St. Secretary
 Thos. C. Laulters, 520 Utah St. Collector
 Frank Booth, Room 1, Houghton blk. Receiver
 E. O. Schlereth, 2,421 Market St. Magazine Agent

111. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 John J. Furguson Master
 Thos. W. Hennessy, Box 167 Secretary
 Peter Fraser Collector
 Jas. A. Sproull, Box 167 Receiver
 E. A. Sutherland, Box 178 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochesterville Master
 John G. Armstrong, Richmond Lodge Secretary
 Fred. W. Morrison, Rochesterville Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Alex. McCraig, Can. & Pac. Ry. Shops Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Clem Weiker Master
 Geo. F. Fleming Secretary
 Stinson Frost, Coolidge, N. M. Collector
 Jas. Bullard Receiver
 Wm. E. Burke Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.
 Ed. E. Ewing, cor. Front and Boas Sts. Master
 H. O. Motter, 1720 1/2 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. B. Gingrich, 1418 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.
 Ben. Tobin, 228 Indiana Ave. Master
 James Kelsey, 348 E. Main St. Secretary
 Willis Stone, Gay St., E. Collector
 C. D. Tomlinson, 851 Clinton St. Receiver
 C. D. Tomlinson, 351 Clinton St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 65 Master
 W. F. Gorman, Box 295 Secretary
 W. F. Gorman, Box 295 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 Geo. M. Lovett Master
 H. M. Worthington, Box 184 Secretary
 Geo. C. Sparks, Box 184 Collector
 M. H. Neal, Box 184 Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
 Leonard W. Kessler, 50 N 3d St. W. Master
 J. F. Keim, 26 Sullivan St. Secretary
 F. A. Featherston, 222 N. 3d St. W. Collector
 W. C. Wightman, 50 N 3d St., W. Receiver
 E. L. Hawkins, 419 W. 5th St. S. Magazine Agent

170. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.
 J. W. Barber, University Place Master
 J. K. Robinson, 718 H St. Secretary
 J. W. Barber, University Place Collector
 J. K. Robinson, 718 H St. Receiver
 E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
 M. J. Kiley, 602 Jefferson Ave. Master
 Frank Jackell, 519 15th St. Secretary
 David Meehan, I. C. R. R. Shops Collector
 M. J. Kiley, 602 Jefferson Ave. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 W. G. King, 221 W. 18th St. Secretary
 A. H. Gifford, 221 W 18th St. Collector
 Wm. Fitzmorris, 19th and Chestnut Sts. Receiver
 Charles Fitzmorris, 63 W 18th St, Magazine Agent

183. LAKE SHORE; Colliawood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 W. H. Jayred Master
 W. H. Cross Secretary
 W. T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St. Collector
 John E. Myers, 734 Broadway Receiver
 S. H. Hartsing, 328 N Pierce St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 Dan Durke Master
 L. S. Lytle, Box 311 Secretary
 J. T. McGee, Box 311 Collector
 C. L. Webster, Box 311 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3834 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 3618 La Salle St. Master
 Jas. Manning, Washash Roundhouse, 41st St. Secretary
 John Nolan, 3829 Butterfield St. Collector
 Jas. Everett, 4219 School St. Receiver
 Sherman Akop, Washash Round House, Forty-first St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2:30 P. M.
 John W. Parson Master
 M. Hudelson Secretary
 Frederick L. Patton Collector
 John W. Parson Receiver
 W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Michle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 E. P. Tobias, 39 Fairfield Ave Master
 Walter Karch, 21 Maplewood Ave Secretary
 Chas. Benjamin, 49 Maplewood Ave Collector
 Lewis L. Gay, 675 Park Ave Receiver
 Fred Myers, 839 Austin Ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 Oscar W. Merwin, Box 189, Sanborn, Ia., Collector
 Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
 Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 James Martin, L. Box 6 Master
 Forrest Bullard, Box 51 Secretary
 Walter E. Jellison Collector
 H. E. Conzer Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.
 Fred. L. Dexter, 1713 D St Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A St. Collector
 Phillip Green, 1516 Pacific Ave Receiver
 Geo. Ames, 1722 E St. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
 W. Hays, Albina Master
 J. F. McQuade, Box 287 Secretary
 E. J. Stroud, Box 287 Collector
 D. J. Byrne, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K of P Hall 1st and 3d Monday nights.
 C. M. Doucett, Box 181 Master
 W. J. Hannan Secretary
 Chas. Wiley Collector
 George C. Slade Receiver
 C. N. Baird, Box 181 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpeller Hall, Fridays at 7:30 P. M.
 Chas. H. Thompson Master
 Chas. C. Hammond Secretary
 Joseph Bagley Collector
 James Duffy Receiver
 Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 Chas. E. Phelan, Box 330 Master
 S. W. Burdick, Box 330 Secretary
 George Laughton, Box 330 Collector
 John Nelson, 312 W. 7th St. Receiver
 Harry C. Newell, 221 E 12th St. Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at 1:30 P. M. in B. of L. E. Hall, Law's Building.
 James Bailey Master
 Sam McCormac, Box 309 Secretary
 Leonard Hulbert Collector
 James Bailey Receiver
 A. M. Johnson, Box 337 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50 1/2 State St Master
 H. F. Bayley, 15 State St Secretary
 W. T. Clark, cor. Hester St. & Ford ave. Collector
 W. J. Dennis, 15 State St Receiver
 H. G. Ferris, 50 1/2 State St Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.
 David Heinzelman, 318 Henrietta St Master
 W. B. Wiseman, 1101 Oak St. Secretary
 M. J. Halliday, 549 Crossman Ave Collector
 W. B. Wiseman, 1101 Oak St. Receiver
 A. C. Clemens, 947 Sheehy St. Magazine Agent

200. FAITH; Meridian, Minn.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
 Henry Slager, N. O. & N. E. shops Master
 W. H. Armstrong, L Box 470 Secretary
 John H. Woodruff, 3129 5th St. Collector
 Simon F. Baker, 423 41st Ave Receiver
 Simon F. Baker, 423 41st Ave Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.
 J. D. Bledsoe Master
 James Gaffany Secretary
 W. J. Teague Collector
 Robert McKinley Receiver
 W. F. Quinn, M. & O. shops Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
 Sinner A. Barker 495 2d St. Master
 Lewis R. Gettle, jr., 88 N Sugar St. Secretary
 Wm. Cutter, Box 320 Collector
 J. H. Brandenburg, 143 Hearn St. Receiver
 W. P. Matthewson Magazine Agent

- 203. GARFIELD; Garrett, Ind.**
Meets in G. A. R. Hall, every Friday at 7:30 P. M.
M. W. Smith, Box 169 Master
S. P. Phillips, Box 38 Secretary
J. M. Whiteman, Box 26 Collector
V. B. Moughlor, Box 73 Receiver
H. Wohlford Magazine Agent
- 204. COTTON BELT; Jonesboro, Ark.**
Meets in Stacy Hall, every Wednesday at 7:30 P. M.
Geo. B. Touch, L. D. R. Master
L. D. Roberts, L. Box 165 Secretary
William E. Dixon Collector
L. D. Roberts, L. Box 165 Receiver
J. H. Lambert, Box 100 Magazine Agent
- 205. FLOWER OF THE WEST; Topeka, Kansas.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Christ. McGinnis, 16 State St. Master
Thos. Norwood, 229 Jefferson St. Secretary
E. H. Powell, 405 Lake St. Collector
Christ. McGinnis, 16 State St. Receiver
John R. Mullins, 116 Monroe St. Magazine Agent
- 206. FORT PICKERING; Memphis, Tenn.**
Meets in Miller's Hall, Cor. 5th and Jackson Sts., every Tuesday at 7:30 P. M.
D. L. Forsyth, 63 Market St. Master
Chas. A. Crane, 85 Florida Ave. Secretary
J. E. Smithers, 58 Florida Ave. Collector
Chas. A. Crane, 85 Florida Ave. Receiver
Thomas Cosgrove, K. C. M. & B. Round House Magazine Agent
- 207. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.
S. H. First, 900 Water St. Master
F. H. Nichols, 1025 Water St. Secretary
Thomas Newberry, 357 E. Center St. Collector
George A. Oster, 336 Randolph St. Receiver
H. J. Prenatt, 783 Garden St. Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Hall every Sunday afternoon.
John Hine Master
W. P. Emery, Box 577 Secretary
C. Anderson, Box 337 Collector
W. P. Emery, Box 577 Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets in Breet's Hall, alternate Sundays.
W. R. Combs, Box 56 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 56 Receiver
Mike Bradshaw Magazine Agent
- 210. 19-K; Schenectady, N. Y.**
Meets in McCamus Hall every other Thursday.
John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
C. R. Weekes, Box 497 Magazine Agent
- 211. ONYKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 3 P. M.
Stewart Bowers, 916 Wilkesbarre st. Master
C. L. McKee, 209 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St. Collector
A. J. Mickley, 725 Berwick St. Receiver
E. A. Seek, 223 Berwick St. Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars' Hall, 2d and 4th Sundays.
T. H. Lynch, 101 Factory St. Master
Geo. B. Ackerson, 42 Coffeen St. Secretary
S. G. Wells, 28 Meadow St. Collector
F. C. Nichols, 28 Meadow St. Receiver
W. Graham, 30 Arsenal St. Magazine Agent
- 213. WEST SHORE; Syracuse, N. Y.**
Meets in Doolittle Hall, Pine St., alternate Sundays.
James H. Allison, 103 Henderson St. Master
Carl E. Blanchard, 142 Oak St. Secretary
Patrick Conlon, 110 Renwick Ave. Collector
Edward Davis, 140 Oak St. Receiver
J. L. Sullivan, 103 Henderson St. Magazine Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Jno. H. Baker, 1707 Maryland Ave. Master
J. W. Akehurst, 442 Federal St. Secretary
Geo. F. Shuman, 515 3d Ave., Hampden City Collector
Geo. C. Yeagy, 448 Federal St. Receiver
T. C. Lambden, 1309 Valley St. Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St. Secretary
Wm. A. Buckbee, 55 John St. Collector
Chas. J. Wriker, 17 Glenn St. Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent
- 216. BLACK RIVER; Lorain, Ohio.**
Meets in K. of P. Hall, Benson Block, 2d and 4th Sundays at 12 o'clock noon.
J. M. Hines Master
John J. Wright Secretary
J. C. Crouch Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall, 2d and 4th Sunday afternoons.
Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent
- 218. PINES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Clayton Colvin Master
R. Griffith Secretary
Wm. Michee Collector
Richard Griffiths Receiver
E. Taylor Magazine Agent
- 219. SMOKEY CITY; Allegheny, Pa.**
Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
Ed. Irwin, 303 Allegheny Ave. Master
Geo. R. Fletcher, 307 Allegheny Ave. Secretary
Samuel Overlander, 36 Bidwell St. Collector
H. B. Shaffer, 203 Locust St. Receiver
U. H. Simpson, 403 Franklin St., Magazine Agent
- 220. PROVIDENT; Saabury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.
A. C. Mitchell Master
J. H. Kemmerling, Box 212 Secretary
H. W. Shoffstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
John F. Walls, Box 212 Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
William H. Forbes Master
J. W. Gray, L. Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
D. Morrison Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets in B. of L. E. Hall, 2d and 4th Sundays.
Jacob A. Fessler Master
O. G. Anderson, Box 49 Secretary
M. McVicker Collector
Homer M. Rhodes, Box 499 Receiver
A. W. Nunnus Magazine Agent
- 223. POTTAWATOMIE; Wamego, Kan.**
Meets in Odd Fellow's Hall Sundays at 2 P. M.
R. W. Spragg Master
John H. Kane, 304 N. Fifth St., Kansas City Secretary
F. E. Easterday, Box 173 Collector
Jas. M. Sanders Receiver
Alvin Roe Magazine Agent

224. T. C. BOOEN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L Box 944 Master
 J. A. Dickinson, L Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L Box 944 Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 T. L. Drummond Master
 Wm. T. Reid Secretary
 Milo A. Bryant Collector
 Harry Poole Receiver
 J. Fregean Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 813 Preston St., Dallas Master
 W. M. Nicol, L Box 230 Secretary
 J. Barry, H. & T. C. R. R. Shops Collector
 W. M. Nicol, L Box 230 Receiver
 W. L. Blount, 112 W 4th Ave Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
 Theo. Haskins, 3 Birdsall St Master
 T. W. Campton, 42 Robinson St Secretary
 Robert Rothrock, Cemetery St Collector
 Theo. Haskins, 3 Birdsall St Receiver
 G. B. Warner, 80 Lewis St Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
 R. S. Gillingham, 128 10th St., Hyde Park Master
 Wm. H. Brutzman, 329 Franklin Ave. Secretary
 Albert J. Thomas, 317 S Hyde Park Ave. Collector
 Hyde Park Receiver
 Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
 Wm. Frothingham, 342 Franklin Ave. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 J. J. Quirk, cor. Mary and Albany Sts Master
 Chas. A. Pease, 102 Broad St Secretary
 John A. Weigand, 32 Hubble St Collector
 Chas. A. Pease, 102 Broad St Receiver
 Fred Ebensperger, 159 Catharine Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
 William H. Bagley, 511 Clinton Ave Master
 Courtland Maher, 11 Prospect Ave Secretary
 Luke F. Kelly, W. Albany Collector
 Jas. J. Gill, 91 Livingstone Ave Receiver
 L. C. Montague, 15 Hunter Ave, Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in G. A. R. Hall, corner 3d and King Sts., 1st and 3d sundays at 2:30 P. M.
 Geo. F. Fagun, 407 S. Jackson St Master
 G. H. Larimore, 916 Poplar St Secretary
 L. L. Sargent, 618 W 4th St Collector
 M. Sargent, 618 W 4th St Receiver
 Jacob Z. Orr, 104 Poplar St., Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith Master
 Fred H. Davis, 17 Sprague Ave Secretary
 J. B. Weeden, 281 North St Collector
 C. E. Ward, 78 Wisner Ave Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 Henry Snider, Box 378 Master
 Geo. W. Speer Secretary
 William H. Gay Collector
 Alfred Wood, Box 378 Receiver
 Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets in Welch Bros.' Hall at cor. 28th St. and Penn Ave., alternate Sundays, at 2 P. M.
 R. O. Ferron, 2303 45th St Master
 J. G. Gray, 241 45th St Secretary
 William J. Adams, Wilkinsburg Collector
 Jos. W. Graham, 2,907 Pennsylvania Ave Receiver
 Jos. Graham, 2,907 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.
 W. E. Lyons Master
 J. P. Lear, Box 17 Secretary
 S. L. Ballenger Collector
 R. P. Boyd Receiver
 T. E. Cobb Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sundays.
 M. J. Kennedy, 549 W. Ohio St., Chicago Master
 Wm. Hartigan Secretary
 David Levitt Collector
 Thaddeus Chew Receiver
 C. W. Warren, Box 227 Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
 J. P. Wesley, 1,105 Broadway Master
 W. E. Paley, 1,115 Broadway Secretary
 J. A. McCann, 1,115 Broadway Collector
 C. F. Swanson, 716 Court St Receiver
 C. N. Peacher, 1,025 Broadway Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Firemen's Hall, 51 N. Lake St., 2d and 4th Sundays at 1 P. M.
 James B. Healy, 119 N. Union St. Master
 Fred R. Jaynes, 13 N. Liberty ave Secretary
 Thos. F. Barker, 281 E Central Ave Collector
 Benj. Dettleback, 318 E Central Ave Receiver
 A. E. Maloney, 219 E. Central Ave Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
 George Hasting, cor. Orange and Grove Ave Master
 M. A. Henry, 327 Quarry St Secretary
 R. J. Black, N. Elm Ave Collector
 M. A. Henry, 327 Quarry St Receiver
 Edward J. Coy, 523 E Main St Magazine Agent

241. LAKE ERIE LODGE; Buffalo, N. Y.

Meets in B. of L. E. Hall, 421 S. Division St., 1st alternate Fridays, at 7:30 P. M.
 Daniel E. Barry, 552 Swan St Master
 I. W. Springweiller, 115 Monroe St Secretary
 P. W. Springweiller, 145 Monroe St Collector
 I. H. Goodman, 509 Swan St Receiver
 F. H. Cressdenough, 772 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2 P. M.
 John Finlay, Jr., 505 Fulton St Master
 Harry F. Millins, 851 Magee St Secretary
 J. B. Carpenter, 714 E Oak St Collector
 Judson Hungerford, 325 Norton St Receiver
 Percy P. Davics, 519 Penn Ave Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Sundays at 9 A. M. over National Bank, State line.
 J. S. Evans, Eylan Master
 W. F. Rowe, Box 210, Texarkana, Ark Secretary
 E. H. Evans, Bonham, Tex Collector
 C. J. Neff, Texarkana, Ark., Box 64 Receiver
 J. J. Holmes, Texarkana, Ark Magazine Agent

- 244. T. P. O'BURKE; Chicago, Ill.**
Meets in Schwerdtf's Hall, 14th and Jefferson
Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30
P. M.
P. C. Winn, 225 Blue Island Ave Master
G. M. Whitmore, 1.148 S. Grenshaw St. Secretary
E. Atkins, 180 Maxwell St Collector
Chas. J. Lynch, 356 W. 12th St Receiver
Elmer E. Crawford, 5380 School
St Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Stelts, 64 W. Broad St Master
Adam Hutton, 271 Bull St Secretary
Adam Hutton, 271 Bull St Collector
John Murphy, Gaillard St., 3 doors from
Burrough St. Receiver
Chas. Z. McArthur, 202 Gordon St. Magazine Agent
- 246. MACON; Macon, Ga.**
Meets in M. & W depot every Sunday.
J. I. Davidson, Congress St. Master
T. E. Jordan, cor. 3d and Boundary Sts. Secretary
C. A. Dewees, 1.425 Fourth St Collector
E. P. Almy, 704 Third St Receiver
J. J. Hayes, 1.311 4th St Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
B. H. Montee, E. T. V. & G. R. R. Shops Master
Geo. W. Manning, W. & A. R. R. shops Secretary
John C. Burnett, 79 Davis St Collector
Chas. W. Fisher, 106 E Simpson St Receiver
J. C. Burnett, 79 Davis St Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets in G. A. Hall, 1st and 3d Sundays at 1:30
P. M.
William Rose Master
John C. Epp, Box 305 Secretary
Dan. L. Cook Collector
Wm. M. McGregor, Box 416 Receiver
H. S. Bedhead, Box 226 Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets in Engineers' Hall, South Chicago 2d Sun-
day at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
R. J. Aspin Secretary
Robert Cross Collector
Alexander Melville Receiver
P. F. Roach Magazine Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
E. A. Reiley, Ashley, Pa Master
Peter Becker, 15 Ralph St Secretary
R. H. Digory, Box 130, Kingston, Pa. Collector
Charles Van Why, Box 73 Ashley Pa Receiver
Elmer E. Butz, Ashley, Pa Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meet in Stahl's Hall, Upper Mauch Chunk, 1st
and 3d Sundays.
Wm. H. Spencer, Box 275 Master
John McAllister, Jr., Box 176 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
J. C. Strawbridge, 709 Locust St. Master
Lafayette Fridy, Box 682 Secretary
Joseph Dennison, 640 Chestnut St Collector
Martin M. Hinkle, 711 Walnut St Receiver
H. A. Bennett, Box 531 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Stradling Building, 131 N. Green St., 1st
and 3d Sundays of each month.
Chas. W. Scott, 24½ Grant Ave Master
Robert Stackhouse, 897 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Thos. H. Decator, 45 Hart Ave Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
A. F. Dickinson Secretary
H. F. Reinohl, Box 524 Collector
P. J. Farrell Receiver
L. T. Nelson, Box 230 Magazine Agent
- 255. CANAL CITY; Arkansas City, Kan.**
Meets in Odd Fellow's Hall, 1st and 3d Wednes-
day nights.
James M. Zorn Master
W. S. Ballou Secretary
C. W. Chapman Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent
- 256. HIGH LINE; Como, Colo.**
Meets in State Hall, every Thursday at 8 A. M.
Jas. McMahon Master
M. D. Finn, Box 113 Secretary
J. B. Clark Collector
G. A. Milroy, Box 114 Receiver
M. H. Luntz Magazine Agent
- 257. KIT CARSON; Raton, New Mexico.**
Meets in Engineers' Hall, on 1st St., every Sun-
day at 2 P. M.
Charles Miller, Box 56 Master
Aubyn W. Allison, Box 218 Secretary
John W. Cullen Collector
James R. Smith, Box 187 Receiver
Jas. F. Campbell, Box 173 Magazine Agent
- 258. RENO; Nickerson, Kansas.**
Meets in Odd Fellows' Hall every Thursday even-
ing at 7:30.
Edward Norton Master
Chas. W. Arnold, L. Box 29 Secretary
John M. Green Collector
Fred. Shirk Receiver
Oliver Newland Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**
Meets in Good Templar's Hall, 1st and 3d Sun-
days at 2:30 P. M.
William Buckley, 409 Prentice Ave Master
Harry J. Hogan, 1813 6th St., E. Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 409 Prentice Ave Receiver
J. M. Rummel, Merchant's Hotel. Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., every Monday at 7:30 P. M.
G. E. Hunford, 1,730 O St Master
Ralph Smith, Box 107 Secretary
J. F. Hickey, Box 107 Collector
C. W. Osborne, Box 107 Receiver
H. C. Canagher, 321 P. St Magazine Agent
- 261. MAGDALENA; San Marcial, New Mexico.**
Meets in Masonic Hall, 1st Sunday and 3d Tues-
day.
W. G. Mathews, Box 52 Master
John J. McInnis Secretary
Charles McDonald Collector
Chas. A. Martin Receiver
John J. McInnis Magazine Agent
- 262. QUEEN CITY; West Toronto Junct., Ont.**
Meets in Campbell Hall, Dundas St., alternate
Sundays at 2:30 P. M.
Fred. A. Sproule Master
John T. Neilson, Jr., 47 Medland St Secretary
William Hyndman, Box 61 Collector
James Mahoney Receiver
Wm. B. Richey Magazine Agent
- 263. ALAMO; Taylor, Texas.**
Meets in Alamo Hall every Thursday at 2 P. M.
S. M. Bridgewater Master
E. P. Curtis, Box 72 Secretary
John C. Askew, Box 10 Collector
S. M. Bridgewater Receiver
W. S. Carter, Box 10 Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.

E. E. Sweeney, 27 Wyoming ave., S Butte . . . Master
J. Hatter, 114 Wyoming ave., S Butte . . . Secretary
John Alexander, 22 Wyoming ave., South Butte . . . Collector
J. S. Sweeney, L. Box 11, South Butte . . . Receiver
B. C. Hankla, South Butte . . . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.

E. E. Decker, 447 S Division St . . . Master
George Schaufele, 23 Sycamore St . . . Secretary
H. L. Brown, 437 Cass St . . . Collector
L. A. Ogden, 233 Center St . . . Receiver
F. E. Mason, No. 83 Grandville Ave. . . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.

W. H. Buntin . . . Master
Fred. J. Mayberry, Box 32 . . . Secretary
R. B. Nichols, Box 120 . . . Collector
M. Purdy . . . Receiver
R. B. Nichols, Box 120 . . . Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall 1st and 3d Tuesdays at 7:30 P. M.

M. H. Brown, 78 Webster Ave . . . Master
I. E. Coyne, 121 Pacific Ave . . . Secretary
A. H. Flynn, 87 Pacific Ave . . . Collector
Wm. T. Douner, 83½ Allx St . . . Receiver
P. J. Lesueur, 56½ Verret St . . . Magazine Agent

268. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.

Harry McDougall, 78 W 2d St . . . Master
J. B. Goedecker, E. 3d and Oak Sts . . . Secretary
George M. Kohe, 238 Poplar St . . . Collector
J. S. Keane, 106 W Main St . . . Receiver
George L. Stein, 37 W 3d St . . . Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.

J. S. Shehan, 1110 W 6th St . . . Master
H. E. Jordan, 401 W. 4th St . . . Secretary
H. E. Jordan, 401 W. 4th St . . . Collector
George W. Snyder, 56 Storrs St . . . Receiver
H. E. Jordan, 401 W. 4th St . . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in G. A. R. Hall, 2006 Cedar Ave. South, 1st Sunday of at 1:30 P. M., and 3d Saturday at 7:30 P. M.

Oliver Johnson, 821 11th Ave. S . . . Master
Patrick Ferrusse, 1,837 22d St., S . . . Secretary
R. F. Humphrey, 22d St., between Cedar and 19th Ave. S . . . Collector
George Cavanaugh, 2426 Fort Ave . . . Receiver
J. D. Shewmaker, 2,011 22½ Ave. South . . . Magazine Agent

271. BYEAM; Port Morris, N. J.

Meets at Wm. Weller's residence, 1st and 3d Sundays at 2 P. M.

Thos. F. Ayers . . . Master
William Weller, Box 25 . . . Secretary
Chas. E. Force . . . Collector
William Weller, Box 25 . . . Receiver
M. T. Dickerman, Box 81 . . . Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.

John S. Eveland . . . Master
Jeremiah Desmond . . . Secretary
James P. Butler . . . Collector
John B. Everett . . . Receiver
John S. Eveland . . . Magazine Agent

273. DENVER; Denver, Colo.

Meets in Evans' Block, Room D, 1,126 15th St., every Monday evening.

Wm. Bratton, 1,215 S. 6th St . . . Master
John P. Dale 1140 12th St . . . Secretary
R. B. Hind, 1024 S. 7th St . . . Collector
John P. Dale, 1140 12th St . . . Receiver
E. A. Schlereth, 2,421 Market St . . . Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.

G. G. Davis . . . Master
C. F. Jordan . . . Secretary
E. H. Hyde . . . Collector
B. G. Mosely . . . Receiver
W. C. Mosely . . . Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.

W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va . . . Master
C. I. Smith, C. & O. Round House . . . Secretary
W. A. DeMaine, C. & O. Round House . . . Collector
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va . . . Receiver
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va . . . Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.

Fred. Clutterbuck, Box 624 . . . Master
Angus Morton, Box 428 . . . Secretary
Henry Andrews, North Bend . . . Collector
Robert Bunt, Box 624 . . . Receiver
James Little . . . Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Joachim Sts., 2d Sunday at 1 P. M.

O. E. Adams, L. & N. Shops . . . Master
T. W. Kerns, L. & N. Shops . . . Secretary
T. W. Kerns, L. & N. Shops . . . Collector
C. W. Barnard, L. & N. Shops . . . Receiver
Theady Green, L. & N. Shops . . . Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.

H. V. Nevill, 918 Mulberry St . . . Master
B. K. Carter, 918 Mulberry St . . . Secretary
D. P. Weaver, 918 Mulberry St . . . Collector
C. H. Prince, 918 Mulberry St . . . Receiver
E. R. Wright, 918 Mulberry St . . . Magazine Agent

279. MONTE SANO; Tusculum, Ala.

Meets in K. P. Hall 1st Saturday.

R. P. Taylor . . . Master
H. H. Burkhardt . . . Secretary
J. W. Smith . . . Collector
H. H. Burkhardt . . . Receiver
H. P. Armstrong . . . Magazine Agent

280. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.

W. W. Buttler . . . Master
Chas. D. Crane . . . Secretary
James Kennedy . . . Collector
Curtis D. Rice . . . Receiver
Mat Frith . . . Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.

Geo. J. Flynn . . . Master
Rupert D. Corey . . . Secretary
Rupert D. Corey . . . Collector
Jerry T. Day . . . Receiver
Alph. L. McClendon, Wallis Station . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.

J. T. Worsham . . . Master
Calvin Minnleer . . . Secretary
Grant Lafferty . . . Collector
Harry Standring . . . Receiver
J. T. Worsham . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.

Peter Wentz, Jr., Hallstead, Pa . . . Master
E. Edenger, Box 67 . . . Secretary
W. B. Trowbridge, Hallstead, Pa . . . Collector
H. P. Trowbridge, Hallstead, Pa . . . Receiver
H. H. Wells, Hallstead, Pa . . . Magazine Agent

- 284. ELM CITY; New Haven, Conn.**
Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
Levi H. Rude, 54 DeWitt St. Master
Ed. A. Ferrill, 150 Rosette St. Secretary
John Scannel, Box 1124 Collector
William A. Fyle, 46 Arthur St. Receiver
Ed. J. Kenney, 196 Cedar St. Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**
Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
Robert H. Osmond, 55 Allen Place Master
Emery E. Bill, 27 Vine St. Secretary
Henry Vanderburg, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 55 Allen Place Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
John C. Kull, cor. Washington & Astor Sts. Master
Will F. Carle, 609 N Washington Ave. Secretary
Will H. Moore, 110 N Kirch St. Collector
J. C. Kull, cor. Washington & Astor Sts. Receiver
Will F. Carle, 609 N Washington Ave. Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets in Ramey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
Chas. H. Ross, 416 Fifth Ave. Master
W. E. Burkett, 423 16th St. Secretary
E. K. Gerhard, 1903 Union Ave. Collector
F. A. Davis, Box 16, Conemaugh Receiver
Jas. J. Anthony, 1903 Union Ave. Magazine Agent
- 288. EMMET; Estherville, Iowa.**
Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
A. S. Houlthouse, Box 5 Master
P. J. Sullivan, Box 48 Secretary
A. S. Houlthouse, Box 5 Collector
R. S. Robinson, Box 102 Receiver
Frank Little, Box 35 Magazine Agent
- 289. MT. LOOKOUT; Chattanooga, Tenn.**
Meets in Odd Fellows' Hall, over Third National Bank 2d and 4th Sundays at 2 P. M.
Raimon Segasser, 153 Cowart St. Master
J. C. Gilbreath, 618 Cowart St. Secretary
J. A. Harstock, 153 Cowart St. Collector
Garrie Vanarsdale, 153 Cowart St. Receiver
Garrie Vanarsdale, 153 Cowart St. Magazine Agent
- 290. MARION; Hannibal, Mo.**
Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
T. H. Hart, 412 Washington St. Master
C. E. Lowe, 412 Washington St. Secretary
J. T. Hart, 412 Washington St. Collector
Fred Ozle, 412 Washington St. Receiver
L. R. Bickel, 120 3d St., 8 Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets in Schiellein Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.
Geo. A. Carman, Sackman St., near Liberty ave. Master
Geo. W. Bruno, 160 Hull St. Secretary
C. L. Bennett, 1507 Fulton Ave. Collector
Thomas H. Smith, 707 Madison St. Receiver
Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent
- 292. POCAHONTAS; Poplar Bluff, Mo.**
Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
C. N. Kidd Master
F. H. Richards Secretary
J. R. Phelps Collector
M. C. Andrews Receiver
C. N. Kidd Magazine Agent
- 293. LAFAYETTE; Marion, Iowa.**
Meets in A. O. U. W. Hall, 1st and 3d Sundays at 3 P. M.
H. J. Kimbrell, Box 5 Master
Henry A. Heberling, Box 646 Secretary
Hugh A. Fagan Collector
Henry A. Heberling, Box 646 Receiver
Thos. D. Harrington, Box 255 Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
Frank H. Rowley, Box 262 Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
H. A. Wells Receiver
H. A. Wells Magazine Agent
- 295. U. S.; Davenport, Ia.**
Meets in workmen's Hall, cor. 4th and Brady Sts., 1st and 3d Sunday.
Martin L. Mitchell, 801, Switz St. Master
F. W. Dunean, 110 W 5th St. Secretary
Geo. Daugherty, 814 W 4th St. Collector
Martin Gillin, 813 Switz St. Receiver
D. H. Moriarity, 1409 Perry St. Magazine Agent
- 296. IRON RANGE; West Superior, Wis.**
Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.
M. T. Osborne Master
Peter Crossen, 707 Garfield Ave Duluth, Minn. Secretary
B. W. Pink Collector
Thos. R. Taylor, Box 466 Receiver
J. M. Carroll Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**
Meets in Beck's Hall, 2d and 4th Mondays.
George T. Shirley Master
C. E. Buehler Secretary
Harry Delahunt Collector
B. M. Bennett Receiver
M. S. Bennett Magazine Agent
- 298. SNOW FLAKE; Minot, North Dakota.**
Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
B. L. Hardaway, Box 46 Master
Robert M. Gilkey, Box 119 Secretary
H. Neate, Williston Collector
Geo. McLean Receiver
John W. Goss, Glasgow, Montana Magazine Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meets in Jenner's Block every Sunday at 2:30 P. M.
George W. Reed, Box 93 Master
B. W. DeHaven, Box 592 Secretary
Peter Beck Collector
E. R. Colvin Receiver
J. W. White Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
W. H. Henry, Box 49 Master
A. S. Hewitt, L Box 834 Secretary
A. S. Hewitt, L Box 834 Collector
Wm. H. Williamson, Box 153 Receiver
Harry F. McLean, Box 831, Magazine Agent
- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norris Collector
W. C. Baldwin Receiver
J. F. McCarty, 112 Railroad St. Magazine Agent
St. Johnsbury
- 302. YOUGHIOGHENY; Connelleville, Pa.**
Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.
J. P. Smith, Box 261 Master
C. Y. Hood Secretary
W. A. McPhee, Box 387 Collector
Dennis Lowney Receiver
W. J. Keenan, Box 36 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets in Schlitz' Hall, cor. Main and Vermillion Sts., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 6 Larue St. Master
T. W. White, 261 N. Wason St. Secretary
E. S. Manley, 65 Main St., up stairs Collector
James H. Nance, 118 N Everett St. Receiver
E. S. Manley, 65 Main St., up stairs. Magazine Agent

- 304. THREE BRANCH; Argenta, Ark.**
Meets in Faucett Hall every Tuesday evening at 7:30 P. M.
Sam'l Leesbam Master
Chas. J. Jacks Secretary
W. R. Johnson Collector
J. S. Sharp Receiver
Wm. Farley, L. R. & M. R. R. Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
Charles Unwin Receiver
John B. Baxter Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 22 West St. Master
M. F. Cleary, 26 Pearly St. Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St. Receiver
J. C. Muzzy, Bradford, N. H. Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**
Meets in Crescent Hall, 216 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St. Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent
- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**
Meets in B. of L. F. Hall every Sunday at 2:30 P. M.
Wm. Smith, Box 109, Eagle Pass, Texas. Master
Frank B. Slater, Box 109, Eagle Pass, Texas. Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
S. R. James, Box 109, Eagle Pass, Texas. Receiver
J. H. Moore, Box 109 Magazine Agent
- 309. BARTHOLDI; Long Island City, L. I., N. Y.**
Meets 2d Mondays and 4th Saturdays at 8:00 P. M. in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island City, N. Y. Master
Jas. B. Brennan, 76 East Ave., Long Island City, N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point, L. I., N. Y. Collector
W. J. Simon, 106 3d St., Long Island City, N. Y. Receiver
Wm. Rooney, 129 East Ave., Long Island City, N. Y. Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.
J. T. Cole Master
Ed. J. Marks Secretary
Eli L. Kistler Collector
H. B. Clark Receiver
A. J. Dunmire Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
Wm. A. Kennedy Secretary
Wm. A. Kennedy Collector
Robert Rippin, Box 238 Receiver
Ed. L. Condon, L Box 34 Magazine Agent
- 312. MOUNT SHASTA; Dunnsmuir, Cal.**
Meets in I. O. O. F. Hall every Monday night.
Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets in Melville Hall, alternate Mondays at 7:30 P. M.
Oscar Kengott, 314 Colorado Ave., Kansas City, Kan Master
John M. Frain, 108 Missouri Ave., Kansas City, Kan. Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City Collector
E. C. Haddock, Box 183 Receiver
A. H. Ashley Magazine Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets in Engineers' Hall, North Knoxville, every Monday, at 2:00 P. M.
F. A. Stephens Master
John T. Carner, 5 E. Depot St. Secretary
John T. Carner, 5 E. Depot St. Collector
W. T. Armstrong, 38 Florida St. Receiver
Howard L. Crowell, 45 William St. Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave. Master
H. A. Norton, 119 Hudson Ave. Secretary
Willis J. Spafford, 2252 5th Ave., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
Eugene D. Brizee, 472 8th Ave., Troy, N. Y. Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets in Siebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave. Master
Wm. M. Walsh, 1003 Broadway Secretary
P. J. Donovan, 780 S Division St. Collector
Joseph Kennedy, 811 Williams St. Receiver
P. J. Donovan, 780 S Division St., Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**
Meets in I. O. O. F. Hall, every Saturday evening at 7:30 P. M.
E. H. Zuckel Master
G. W. S. Austin Secretary
Michael Du Ry Collector
George A. Brown Receiver
C. M. Bronghton, L. St. L. & T. Ry. Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward Collector
W. B. Knepper, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets in I. O. O. F. Hall, every Tuesday at 6:30 P. M.
Harry R. Brown, Jr. Master
A. Harden Secretary
A. Harden Collector
J. H. Rowland Receiver
J. H. Rowland Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
D. Lordan, 471 Jenks St., St. Paul Master
J. H. Salley, 833 Payne Ave., St. Paul Secretary
Wm. Dykeman 495 Bradley St. Collector
Chas. L. Work, 707 Minnehaha St., St. Paul Receiver
P. Copeland, 468 Case St., St. Paul, Magazine Agent
- 321. SNOW DRIFT; Chapeau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
Jas. D. McAdam, Box 116 Master
John H. Stern, Box 110 Secretary
Kenneth McRea, Box 116 Collector
Geo. B. Nicholson, Box 113 Receiver
Thos. Burt, Box 112 Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**
Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. H. Kirkland, 2,351 Washington St. Master
Luke F. Brennan, 2,351 Washington St. Secretary
Ben. M. Snyder, 2,351 Washington St. Collector
Thos. O'Brien, 2,351 Washington St. Receiver
Ullman D. Luce, 769 W. 14th St., Chicago, Ill. Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Frank Andrew Master
James McCabe Secretary
Michael Schmauch Collector
William J. Dintinger, Box 347 Receiver
Joseph Mucklow Magazine Agent

- 224. SOUTHERN CROSS; Gainesville, Texas.**
Meets in K. of P. Hall every Sunday at 7 P. M.
Geo. W. Goldsby Master
J. C. F. Kelley Secretary
Frank Strobbe Collector
J. C. F. Kelley Receiver
Frank Strobbe Magazine Agent
- 225. SATILLA; Weyerow, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
Thos. M. Foran Master
H. J. Smith, Box 24 Secretary
H. B. Lee Collector
Wm. L. Knox Receiver
John W. Miller Magazine Agent
- 226. FULWELL; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
G. P. Clough, 6 Allison St. Master
C. H. Alger, 12 Gay St. Secretary
G. E. Lovelace, 8 Webster St. Collector
G. P. Clough, 6 Allison St. Receiver
M. W. Maybee, 7 Pike St. Magazine Agent
- 227. SILVER MOUNTAIN; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening.
Charles Diffenbaugh Master
J. N. Brobant Secretary
F. B. Hardy Collector
Wm. C. Cox Receiver
Jas. A. McElwell Magazine Agent
- 228. SPANISH PEAKS; La Junta, Colo.**
Meets in Grand Army Hall, Mondays, at 2 P. M.
John C. Cole Master
Charles Gray Secretary
Archibald Russell Collector
Leslie Jones Receiver
L. W. Gilbert Magazine Agent
- 229. SOLOMON VALLEY; Downs, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
John Milheiser, Box 102 Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
E. J. Dunlap, L. Box 208 Receiver
Gus Lind, Jamestown, Kan. Magazine Agent
- 230. RIVER VIEW; Kansas City, Kansas.**
Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
T. J. Birch, 618 Highland Ave. Master
Frank Vaughn, 619 Wyandott Ave. Secretary
Armourdale Collector
G. W. Smith, 638 Highland Ave. Receiver
E. D. Root, 739 Simpson Ave. Magazine Agent
J. F. Casey, 617 W. 7th St., Kansas City, Mo.
- 231. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
John J. McCarthy, 8 Englewood Master
J. D. Flood, Box 34, 8 Englewood Secretary
T. J. Hogan, 714 Englewood Ave. Collector
J. D. Flood, Box 34, 8 Englewood Receiver
Wm. T. Clodigro, 8 Englewood Magazine Agent
- 232. STONE MOUNTAIN; Augusta, Ga.**
Meets in Library Building, 1st and 3d Sundays at 2 P. M.
Wm. E. Barnes, 434 Telfair St. Master
John W. Wright, 746 Green St. Secretary
James I. Roney, 320 Pine St. Collector
B. W. Furber, 1232 Broad St. Receiver
D. S. Brodie, Central R. R. Shops Magazine Agent
- 233. FAIRMOUNT; Philadelphia, Pa.**
Meets in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
H. C. Reagan, 3,319 Rockland St. Master
R. L. Tomlinson, 3337 Linwood St., W. Philadelphia Secretary
C. H. Maul, 330 N. 40th St. Collector
Harry C. Ewing, 330 N. 40th St. Receiver
Harry C. Ewing, 330 N. 40th St. Magazine Agent
- 234. LONG DOUBLER; East Syracuse, N. Y.**
Meets in A. O. U. W. Rooms every Thursday night
George F. Allen Master
George M. Shaffer Secretary
E. J. Terry Collector
Jas. H. Fitzgerald Receiver
Joseph Gale Magazine Agent
- 235. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets in B. of L. F. Hall, 11 Moreau St.
Alfred Pring, 8 Donegan St., Montreal Master
A. Maynes, 64 Moreau St. Secretary
J. C. Currie, 447 St. James St., Montreal, Collector
J. G. A. Brazeau, 83 Moreau St. Receiver
Herbert Pye, Smith's Falls, Ont. Magazine Agent
- 236. FALL RIVER; Needlesha, Kansas.**
Meets in Pierce's Hall, 2d and 4th Saturdays.
R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Charles Koehler Collector
R. C. McClellan Receiver
Matthew J. James Magazine Agent
- 237. BIG FOUR; Kansas City, Mo.**
Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
Homer Howard, 1210 Reservoir Ave. Master
Charles T. Largent, 1673 Madison Ave. Secretary
A. A. Sharum, 1,838 Mercer St. Collector
L. F. Stephens, 1,623 Madison Ave. Receiver
J. W. Leonard, 1810 Mercer Ave. Magazine Agent
- 238. WEST BRANCH; Renovo, Pa.**
Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland, Cleremont, Pa. Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 239. RED MOUNTAIN; Birmingham, Ala.**
Meets in Allen Hall every Sunday at 9 A. M.
J. L. Olive, 1,507 4th Ave. Master
W. G. Bailey, care Simpson Bros. Secretary
W. M. Alexander, 1,604 7th Ave. Collector
W. C. Bickel, 1,721 Ave. B. Receiver
A. Zimmerman, 210 22d St. S. Magazine Agent
- 240. STAR OF THE WEST; Newton, Kansas.**
Meets in Odd Fellows' Hall, 1st and 2d Thursdays at 7:30 P. M.
Chas. G. Druce, L. Box 100 Master
John Hampson, 218 W. 6th St. Secretary
Thos. Breen Collector
Chas. E. Jackson Receiver
Charles T. Brant, L. Box 100 Magazine Agent
- 241. GOLD RANGE; Donald, E. C.**
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
Arthur Randall Master
Francis H. Carson Secretary
George B. Govett, Box 49 Collector
James Falconer, Canmore, N. W. Ter. Receiver
H. J. McSorley Magazine Agent
- 242. CASCADE; Medicine Hat, North West Terr.**
Meets in General Hall, 2d Wednesday and 4th Thursday.
Wm. Lowe, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 243. NEW STATE; Spring Hill, Montana.**
Meets in Engineer's Hall every Wednesday at 2:30 P. M.
M. C. Cavanaugh, Allerdice Master
Wm. B. Dean, Allerdice Secretary
Magnus Ouse, Allerdice Collector
Albert E. Jones, Allerdice Receiver
E. J. Marchbanks, Allerdice Magazine Agent
- 244. LAS ANIMAS; Trinidad, Colo.**
Meets in Odd Fellow's Hall, N. Commercial St., 1st and 3d Sundays at 1:30 P. M.
J. V. Dailey Master
E. E. Perry, Box 470 Secretary
E. E. Biggs, Box 470 Collector
J. E. Durden, 240 Oak St. Receiver
S. W. Hoage, Box 470 Magazine Agent
- 245. FRONT END; Paris, Texas.**
Meets 1st and 3d Saturday at 8 P. M.
W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
James Lyons, Box 24 Receiver
J. N. Ballaw Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.

F. T. Martin, 107 E Wright St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
R. F. Metts, 300 E Wright St Receiver
R. P. Harmon, L. & N. shops Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 8 P. M.

William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.

Wallace Duryea Master
James Argyle Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.

Martin O'Hara, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
S. S. Poole, New Durham, N. J. Collector
Harry Poynton, New Durham N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.

Chas. Compton, S. Amboy Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore B. Merts Receiver
Jas. P. Wade Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.

Edward Doudt Master
Edward T. McNally Secretary
Robert Bush Collector
Charles Prutsman Receiver
Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John H. Sweeney Master
Charles E. Preston Secretary
Luke Hale Collector
C. P. Kelly, 89 Foundry St Receiver
George Hobart, 177 Main St Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.

Chas. E. Livingston, 42 East St. Master
W. O. Phipps, Strong's Ave Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
A. B. Morgan, 14 Plain St Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.

John Curran, 222 Erie St., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genung, Chatham, N. J. Receiver
Chas. Carmon, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. W. Brooker, 134 S Hickory St Master
John Molloy, 500 S Desplaines St Secretary
H. H. McPeck, C. S. F. & C. R. B. Collector
T. F. Hannan, 411 S Desplaines St Receiver
W. H. Brooker, 117 John St. Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.

Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroff, 180 Clinton Ave Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.

John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland, St Magazine Agent
John, N. B.

358. COOKE; West St. Paul, Minn.

Meets in I.O.O.F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.

Christopher McKay, 154 Isabell St Master
W. R. Perrin, 127 E. Isabell St Secretary
W. R. Perrin, 127 E. Isabell St Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whistlen, West St. Paul Round House Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.

T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E. Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.

Sam. R. Pursel, 101 Mound St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. Shops Collector
Joseph A. Taylor, 1,109 Market St., Sandusky, O Receiver
Jos. Greetham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.

Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent

362. CATARACT; Suspension Bridge, N. Y.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John C. White, Suspension Bridge, N. Y. Master
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swallow, Niagara Falls, N. Y. Receiver
John W. Francis, Niagara Falls, Ont. Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st Sunday at 2 P. M., and 4th Sunday at 10 A. M.

A. W. Eggleston, White Plains, N. Y. Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 378 Willis Ave Receiver
M. J. Lynch, 378 Willis Ave Magazine Agent

364. SOUTHERN STAR; Sanford, Fla.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.

C. S. Perry Master
Fred. M. Buck Secretary
Andrew A. Holland Collector
Andrew J. Harvey Receiver
Andrew A. Holland Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.

J. W. Stack Master
A. E. Wells, Box 568 Secretary
F. L. Darling, Windsor, Vt Collector
A. G. Firman, Windsor Vt Receiver
F. E. Keach, 1 Estabrook St., Brattleboro, Vt. Magazine Agent

366. OASIS; Ogden, Utah.

Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.

Chas. H. Smith, Box 8 Master
J. R. Ross, Box 8 Secretary
James Tomasek, Box 8 Collector
E. E. Babcock, Box 8 Receiver
Sam Walker Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.

Wm. H. Steele Master
M. J. McCabe, Box 200 Secretary
Robt. S. Green Collector
John G. Dikeman Receiver
M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Blk.) 1st and 2d Tuesday at 7:30 P. M., and 2d and 4th Monday at 2 P. M.

B. S. Chinn, 802 W. Elm St. Master
Jno. Gallagher, 343 Brower St. Secretary
Chas. D. Jagvith, 724 Evans St. Collector
J. W. Nipple, 328 New St. Receiver
J. W. Welch, 816 W. Walnut St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.

Merton Stewart Master
W. L. Kellogg Secretary
G. F. Mettler, Wagner, Kan. Collector
J. C. Wickham, Box 304 Receiver
C. J. Lester, 109 S. Margrave St., Fort Scott, Kan. Magazine Agent

370. JEOSHO VALLEY; Council Grove, Kan.

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.

Mat. S. Gilfray Master
Clarence G. Stone Secretary
Charles E. Leeman Collector
Charles Torrence Receiver
Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.

E. S. Reardon, Box 335 Master
A. H. Page, Box 335 Secretary
J. C. Fletcher, Box 335 Collector
John Dandy, Box 256 Receiver
A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.

Geo. H. Smith, Box 33 Master
Samuel Hunter, Box 33 Secretary
F. W. Farkenkamp, Box 33 Collector
W. D. Pettibone, Box 33 Receiver
A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.

W. F. Hackett, Box 316 Master
John McPhie Secretary
F. Courtney Collector
Frank McAdams, Box 223 Receiver
Geo. W. Warren Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.

L. Gay, L. Box 355 Master
H. S. Smith, L. Box 355 Secretary
J. M. McChord, L. Box 337 Collector
H. A. Decker, Box 111 Receiver
Jesse L. Brown, L. Box 328 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 31st St., 1st and 3d Sundays at 2 P. M.

John F. Hoban, 635 E 2d St. Master
Horace Hopkins, 452 May St. Secretary
Frank G. Stillwell, 28 N Van Lear St. Collector
N. W. Rose, 19 Galloway St. Receiver
John Ryan, 120 Crane St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.

Wm. J. Canney Master
J. A. Carter, C. K. & N. Round House Secretary
J. A. Carter, C. K. & N. Round House Collector
Thomas Sheahan, L. Box 39 Receiver
James E. George, L. Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 A. M., and 2d and 4th Tuesdays at 8:30 P. M.

H. A. Belding, Box 220 Master
C. S. Ellinwood Secretary
W. J. Baldwin, Box 79 Collector
C. A. Wilcox, Box 301 Receiver
C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.

W. H. Graham, McKees Rocks, Pa. Master
D. W. Scott, McKees Rocks, Pa. Secretary
W. F. Morgan, McKees Rocks, Pa. Collector
Frank J. Thomer, 3709 5th Ave., Pittsburgh, Pa. Receiver
Frank J. Thomer, 3709 Fifth ave., Pittsburgh, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.

Wm E. Preston, Waverly, N. Y. Master
James H. Denton, Box 290 Secretary
Wm. J. Stewart, Box 216 Collector
Johnson Walt Receiver
Johnson Walt Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.

B. F. Slater Master
Wm. J. Aggus Secretary
A. A. Zimmerman Collector
Wm. J. Aggus Receiver
Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.

J. C. Hess Master
H. E. Miller Secretary
C. S. Graham Collector
L. G. George Receiver
C. R. McDowell Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.

Alex. Turner, Box 830 Master
J. J. Purcell, Box 1150 Secretary
Chas. Vrooman, Box 830 Collector
J. M. Dowd, Box 1150 Receiver
Jas. H. McMahan Magazine Agent

383. PETROLEUM; Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.

Edward McAee Master
John H. Quirk, Box 330 Secretary
Thomas P. Martin Collector
Timothy Downey Receiver
L. G. Stone, 317 Seneca St. Magazine Agent

384. R. H. WILBUR; Lehighton, Pa.

Meets in Reuber's Hall, 1st and Bank Sts., 2d and 4th Sundays.

Wm. F. Hafford Master
Alvin H. Miller, Weissport, Pa. Secretary
A. T. Henry, Weissport, Pa., Box 122 Collector
Alvin Rex Receiver
Wm. F. Hafford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.

M. S. Tucker Master
L. Burkhalter Secretary
L. Burkhalter Collector
Henry Montgomery Receiver
B. L. McGinnis Magazine Agent

386. RAMONA; National City, Cal.

Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.

Edward Curtis Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd Receiver
L. G. Stone, 317 Seneca St. Magazine Agent

- 387. RED ROCK; Schreiber, Ontario.**
Meets in B. of L. F. Hall, 1st and 3d Mondays.
Alfred Bilbe, Box 58 Master
Fred. Hedge Secretary
W. T. Norris, Box 111 Collector
J. A. Walker, Box 36 Receiver
James Wilson, Box 38 Magazine Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St, 1st and 3d
Sundays at 2:30 P. M.
J. M. Grobben, 942 Kinnickinnic Ave. Master
Maurice Collins, 584 Hanover St. Secretary
Wm. McHenry, 193 Burrell St. Collector
Wm. McHenry, 193 Burrell St. Receiver
John Pier, 261 Madison St. Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets in I.O.O.F. Hall, 2d and 4th Sundays at 2 P. M.
Harry L. Stow, Box 106 Master
Jos. Claybaugh Secretary
George Zugschwerdt Collector
A. H. Tucker Receiver
Mike Cunningham Magazine Agent
- 390. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
J. W. Littlejohn Master
J. C. Dougherty Secretary
William M. Wickel Collector
C. H. Oliver Receiver
S. S. Stoll Magazine Agent
- 391. NAUVOO; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
2d and 4th Sundays at 2 P. M.
Wm. B. Bock Master
Wm. Lawrence Secretary
Harry R. Kinne Collector
O. L. McClellan, Box 88 Receiver
E. M. Babb, Box 855 Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**
Meets in Odd Fellow's Hall 1st and 3d Monday
evenings.
M. S. Anderson, Box 219 Master
John D. Davis, Box 20 Secretary
Luther H. Martin Collector
Wm. R. Ransom, Cokeville, Pa. Receiver
J. D. Davis, Box 20 Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
Wm. C. Taylor, 1506 First St. Master
S. M. Myers, 506 Kelker St. Secretary
Frank Snyder, 1228 N 7th St. Collector
William K. Drake, 1531 N 6th St. Receiver
William C. Taylor, 1506 N 6th St. Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
2d Saturday and 4th Sunday at 2:30 P. M.
E. K. Cole, Riverside Hotel Master
B. A. Downen, Riverside Hotel Secretary
Charles E. Harris Collector
B. A. Downen, Riverside Hotel Receiver
D. A. McCarter, Riverside Hotel, Magazine Agent
- 395. MILLARD FOSTER; N. Topeka, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Sundays at
7:30 P. M.
Wm. H. Riley, L. Box 129 Master
Wm. Ashworth, L. Box 129 Secretary
John T. Cuff, 118 Topeka av., Topeka, Collector
C. S. Wilcox, L. Box 129 Receiver
John T. Cuff, 118 Topeka ave., Topeka, Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in B. of L. F. Hall every Monday at 2:30 P. M.
E. C. Wiley Master
W. Sims Secretary
D. W. Harding Collector
E. C. Wiley Receiver
G. W. Seybeck Magazine Agent
- 397. LONG DIVISION; Hoisington, Kansas.**
Meets in Masonic Hall, 1st and 3d Wednesdays,
at 8:30 P. M.
George M. Bagley Master
F. M. Rainey Secretary
Alonzo C. Shaffer Collector
N. B. Scrogin Receiver
Frank J. Farnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellow's Hall, 1st Ave., opposite city
market, every Sunday at 2 P. M.
Wm. M. Reeves, 944 Fifth Ave. Master
Walter K. Mahone, 1232 Third Ave. Secretary
B. G. Harvey, 900 Fifth Ave. Collector
Henry Dickens, 944 Fifth Ave. Receiver
Jas. A. Landers Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
Meets in Teutonia Hall, 2d and 4th Thursdays at
7:30 P. M.
James Gordon, 588 N Rampart St. Master
Jas. C. Dupre, 111 Elysian Fields St. Secretary
Jas. C. Dupre, 111 Elysian Fields St. Collector
George Perry, 159 Spain St. Receiver
Wm. A. O'Donnell, 164 Laurel St. Magazine Agent
- 400. MARIAS DES CYGNE; Osawatomie, Kan.**
Meets in Odd Fellows' Hall every Saturday at 7
P. M.
George P. Reed Master
W. A. Bedell Secretary
C. Henderson Collector
Daniel King Receiver
Daniel King Magazine Agent
- 401. ITASCA; Two Harbors, Minn.**
Meets in I. O. O. F. Hall, 1st and 3d Sunday at
10 A. M.
A. N. Hunter, Box 268 Master
A. N. Hunter, Box 268 Secretary
M. Gallagher Collector
Wm. Grosse Receiver
M. O'Rourke Magazine Agent
- 402. WATER LILY; Water Valley, Miss.**
Meets in Odd Fellows' Hall, 1st and 3d Mondays
at 2 P. M.
Wm. H. Thornton, Box 65 Master
W. J. Diesel, Box 65 Secretary
Wm. G. Guess, Box 65 Collector
Jacob P. Bengtson Box Receiver
H. S. Price, Box 65 Magazine Agent
- 403. ELIZABETH; Portsmouth, Va.**
Meets in K. of P. Hall 2d and 4th Sundays at 2
P. M.
Walter M. Moore, 610 Dinwiddie St. Master
Hardy H. Duke, Drivers Secretary
O. M. Gaskins, cor. County and Pearl
Sts. Collector
Walter M. Moore, 610 Dinwiddie St. Receiver
J. F. Sullivan, 103 Crawford St. Magazine Agent
- 404. GRAVITY; Dunmore, Pa.**
Meets in Odd Fellow's Hall, 2d and 4th Sundays
at 2 P. M.
Peter J. Gallagher Master
Chas. Collins Secretary
Geo. W. Dersheimer Collector
J. W. Stuart Receiver
Dan. Gilbride Magazine Agent
- 405. VANDALIA LODGE; Emingham, Ill.**
Meets in K. of H. Hall, 2d and 4th Sundays at 2
P. M.
W. H. Crise, Box 251 Master
W. H. Kulkery, Box 251 Secretary
W. H. Crise, Box 251 Collector
W. G. Kimball, Box 251 Receiver
James Lett, Box 251 Magazine Agent
- 406. THANKSGIVING LODGE; Foxburg, Pa.**
Meets in Odd Fellows Hall, 2d and 4th Sundays
at 8:30 P. M.
Gillian C. Miller Master
William F. Keefer Secretary
Payson J. Lancaster Collector
John Custer Receiver
John B. Gates Magazine Agent
- 408. BIG CEDAR; Rome, Ga.**
Meets in K. of H. Hall, 1st and 3d Sundays at 2
P. M.
W. E. Vest Master
Frank Hutchings, 302 Division St. Secretary
J. F. Coleman, 463 Nance St., Selma,
Ala. Collector
Frank Hutchings, 302 Division St. Receiver
Pleasant White Magazine Agent



Having recently purchased the entire stock of watches of the Bankrupt firm of Welden, Richards & Co., consisting of solid gold, silver, and gold-filled cases, we shall offer a portion of the entire lot at prices never before heard of in the Watch trade. Among the stock are 8,780 American Make stem winders, in solid gold-filled Cases, which we shall sell singly or by the dozen to private parties or the trade at the unheard-of low price of \$3.50 each. Each and every watch is guaranteed a perfect time-keeper, and each watch is accompanied with our written guarantee for five years. Think of it! A genuine, Stem-winding, American Movement watch, in solid, gold-filled cases and guaranteed for five years, for \$3.50. Those wanting a first class, reliable time keeper, at about one third retail price, should order at once. Watch speculators can make money by buying by the dozen to sell again.

Solid Gold Watches at \$3.50.

These watches must be sold, and as an inducement for you to order quickly, we will send to each of the first one hundred, ordering from this advertisement, a solid, 14k Gold Watch worth \$50, provided \$3.50 is sent with the order. Elegant, SOLID FOLDED GOLD CHAINS of the latest patterns, for \$1.00, \$2.00, \$3.00, and up ORDER AT ONCE. Be one of the first and get a solid gold watch for \$3.50. All are stem-winding, elegantly finished, and guaranteed perfectly satisfactory in every way. Send money by registered letter or P. O. order at our risk. Watches and chains sent safely by registered mail to any address, provided 25 cents extra is sent to pay post age.

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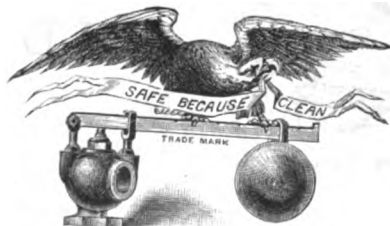


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Fig. 2.

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Copy from Original Letter Received from Division 95, Cincinnati, O.

Brotherhood of Locomotive Engineers.

[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1899.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., and has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada, and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We feel confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E. [SEAL]
G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1899.

To BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the unprincipled representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division, No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

Trusting that I may receive a share of your patronage, and will be more than pleased to add your name, one and all, to our list of membership, assuring you that I will use every honest and honorable means to secure your patronage. For rates, etc., address

Lock Box 49.

CHAS. T. BROWN,
Special Agent, Mechanical Department of Railroads, Indianapolis, Ind.

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Having been so satisfactory, we will for the balance of this year, ending Jan. 15th, next

—GIVE FIVE PRIZES:—

Viz:—1st Prize, 150 lbs. Tripoline, or a Watch of Equal Value.

2d	"	125	"	"	"	"	"
3d	"	100	"	"	"	"	"
4th	"	75	"	"	"	"	"
5th	"	50	"	"	"	"	"

Price same as last year, viz: \$2.40 per dozen for 1-lb. boxes. In lots of one-half gross, \$13.00. Lots of one gross, \$25.00.

3 lb. Pails 60 cents each, or \$6.50 per dozen; 5 lb. Pails \$1 00 each, or \$10.00 per dozen.

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50 PAIRS GENUINE DIAMOND
SCREW EAR RINGS.**

**26 Solid Gold AND Silver Watches
GIVEN AWAY**

In our January, 1889, issue we published the first 100 names received in reply to our last Bible verse contest, in which we gave away \$225 in cash, a Solid Gold Watch, 25 Solid Silver Watches, and 71 Solid Gold and Genuine Diamond Rings.



**\$661 MORE
TO BE
GIVEN AWAY.**

Feb'y 1st, 1890.
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a Beautiful Diamond Ring; to each of the next 25, a Solid Silver Watch, 50 pairs Diamond Screw Ear Rings (perfect little gems); to each of the next 70 if there be so many correct answers, a Beautiful Solid Gold Ring set with genuine Diamonds. With your answer send 25c. to help cover expense of this advt., postage, &c., and we will send you our Illustrated

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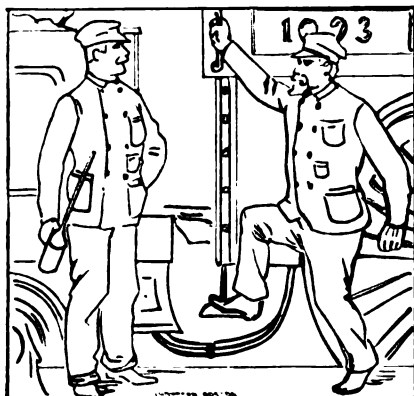
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Are placing with all retail druggists who desire, the above-named invaluable and thoroughly-tested remedy, on a guarantee of merits and success in all cases which are reasonably possible. In difficulties of the circulatory system and urinary organs, proceeding from the non-performance of proper functions of LIVER AND KIDNEYS, such as Pains in the Back, Cold Hands and Feet, Female Difficulties of delicate nature, Children that Soil their Beds, or adults who are obliged to leave their beds many times during the night, Early stages of *Rheumatism*, Paralysis, or General Depression—excepting in habitual use of *Intoxicants—Bright's Disease, Consumption, Softening of Brain, Stone in Bladder* (that has passed the period of crushing. Any one so troubled should secure one package from their druggist and use before the incurable stage is reached.

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And 99,997 Cash and other Valuable Presents to be given away absolutely FREE.

The Publishers of *The Family Magazine* have given away thousands of dollars in pictures, books and other articles, to their subscribers. It has always paid them to do this, and their Magazine now has a splendid circulation and profitable advertising patronage, and classed among the best of literary publications of the day.

This year they have made an arrangement with a large book publishing house which enables them to make an offer heretofore unparalleled in the history of the publishing business. They want to increase their circulation in the next few months at least *One Hundred Thousand Copies*. This will enable them to double their advertising rates, and increase their income from that source alone at least \$50,000 yearly. They are aware that many cheap publications are put upon the market with all sorts of tempting offers, which are never carried out, but over 80,000 readers of their Magazine can testify that they have always done exactly as promised. They will do it in this case.

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To the first person guessing the correct number of vowels used in this advertisement, we will give in cash, \$1,000. If and Y count as vowels.

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To the first person guessing the correct number of letters in this advertisement (figures not counted), we will give in cash, \$1,000.

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To the first person guessing the correct number of consonants in this advertisement, we will give in cash, \$500.

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To the first person guessing the correct number of words in this advertisement, we will give \$100.

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To the first 100 persons guessing the correct number of capital letters in this advertisement, we will give each a Solid Gold Watch worth \$50.

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To the first 200 persons guessing the correct number of punctuation points used in this advertisement, we will give each \$5 in cash, \$2,000.

To the next 99,996 persons who send in a guess, whether correct or not, before March 1st, 1890, we will give a *Complete Set of Dickens' Works*, as illustrated below, so that each and every person is sure to get a valuable and costly present, worth many times the subscription price of our Magazine. A committee of five, whose expenses we will pay, are requested to meet at our office March 1, and award the prizes. List of which will be published in March issue. No postponement.

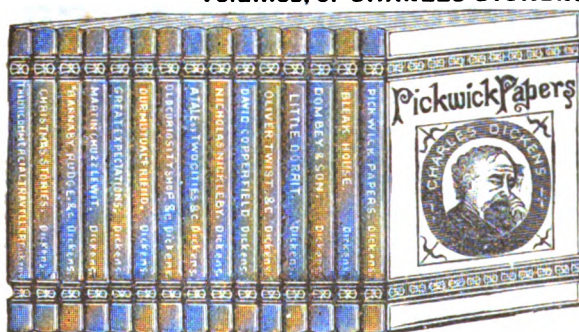
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AS ILLUSTRATED HERE.

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All who send \$1.00 before March 1st, 1890, will get either \$2,000, \$1,000, \$500, \$100 in Cash, a Solid Gold Watch, \$5.00 in cash, or a Complete Set of Dickens' Works, 12 Volumes, and one year's subscription to the *Family Magazine*.

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YOUR SUBSCRIPTION FREE. If you will cut this advertisement out and show it to your friends and secure a club of five, and send us \$5.00, we will send six subscriptions for one year, which entitles you to six guesses. Send \$10.00, and we will send twelve subscriptions, which entitles you to twelve guesses. A day's work will secure a club. Try it and get your subscription and guess free. Remit by Postal Note, Money Order or Registered Letter. Address,

Kindly mention paper you saw this ad. in.

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We, the undersigned, take pleasure in certifying that we have used the Herb Medicine known as "*Ramon Alva's Blood Purifier*" with wonderful success, and we have also known many others to have used it with a like result. Appreciating its value, we cheerfully recommend it to all Brothers and others requiring a remedy for the purification of the blood, as the best known; and we guarantee that a trial will convince all of its great merit.

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City of Mexico, Div. 150, Mexico City.

CELAYA, October 1st, 1889.

I, Parochial Priest and Ecclesiastical Judge of Celaya, State of Guanajuato, hereby certify that I know several people who have been cured by Don Ramon Alva's remedy. It radically and effectually dispels all impurities of the blood

FRANCO M. GONGORA.

The above signature is that which he uses in all his business, officially and otherwise; and he is an old pupil of mine.

✠ P. A. ARCHBISHOP OF MEXICO.

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I know several people who have suffered greatly from the consequences of impure blood, and in a very short while have felt

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PABLO VARELA.

CELAYA, June 4th, 1889.

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DEAR SIR—I have the satisfaction of informing you that the Specific of which you are the owner, has produced the most wonderful results for a friend of mine who has suffered from Herpetic Eruption; and I consider your Specific a regenerator without an equal. In the name of my friend, I thank you sincerely, and be sure I will recommend your valuable medicine, as I have again seen its results. Yours truly,

PRESBITERO PABLO JUAREZ.

CELAYA, October 1st, 1889.

I certify with all formality that from personal knowledge the medicine made by Don Ramon Alva, and known now as "*Alva's Brazilian Specific*," purifies the blood, and therefore cures radically the infirmities which arises from impure blood.

The above to be used at the convenience of those who are interested.

EUSEBIO GONZALEZ.

Retail Price, \$4.00 Per Bottle.

N. B.—Railroad Men ordering Six or More Bottles at a time will be supplied at Wholesale Prices.

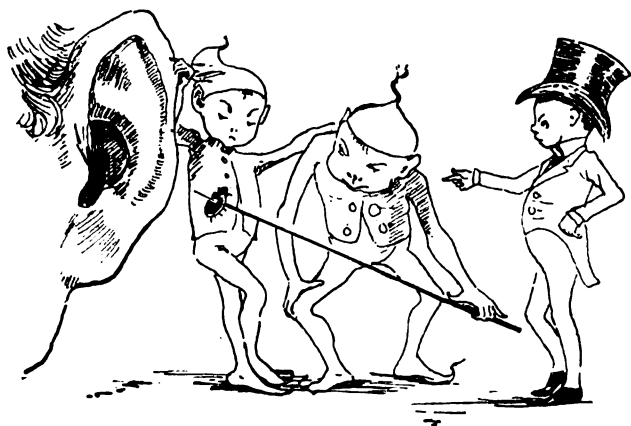
The above applies merely to Railroad men.

For further particulars, address

"ALVA'S BRAZILIAN SPECIFIC" CO.,

2082 and 2084 Lexington Ave., New York City, N. Y., U. S. A.

While you are hesitating about Buying a Filled Watch Case, let us



PUT A FLEA IN YOUR EAR.

First, DURABILITY—You need have no doubt here. Our filled cases will not fail you in this respect. Take this as a warranty; we mean it. What we say of the different grades of the Boss cases we guarantee. “But,” say you, “it is easy to say ‘guarantee’ at the front end of a trade.” We wish you to understand that we are at the hind end of all the guarantees we make as well as at the front end. We’re easy on this point for

We’ve made Boss Cases long enough to know what’s safe to promise about them.

Now, CONSTRUCTION—UTILITY. Boss filled cases keep the dirt out. They’re “built that way.” The Dust Bands do it—in all our cases. Your fine movement is as safe from dust and cinders as if in the innermost chamber of the Great Pyramid!

The Third Point Is Beauty. We’ve spoken of Durability and Utility, you want the pleasing quality also. If “a thing of beauty is a joy forever,” as Keats said, you may find a good many “joys forever” among the Boss case designs your jeweler will show you if you ask him. This is a point we needn’t dwell on. You can tell what pleases you—we can’t. Only, look at the patterns—that’s all we ask

Keystone Watch Case Co.,
 PHILADELPHIA,
 NEW YORK, CHICAGO.

LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XIV.

FEBRUARY, 1890.

No. 2.

OFFICIAL ORGAN OF THE

Brotherhood of Locomotive Firemen.

Entered at Terre Haute Postoffice as second-class matter.

PUBLISHED ON THE FIRST DAY OF EACH MONTH AT
TERRE HAUTE, INDIANA.

TERMS:—ONE DOLLAR PER YEAR IN ADVANCE.

ADVERTISING RATES given on application to
W. N. GATES, SOLE AGENT,
10 Public Square, Cleveland, Ohio.

COMMUNICATIONS should be addressed to
LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

EUGENE V. DEBS, . . . *Editor and Manager.*

AUSTIN CORBIN.

This *Magazine* has on more than one occasion referred to Austin Corbin, President of the Philadelphia & Reading Railroad Company, and another company, the offshoot of the P. & R. Co., more properly, perhaps, the tumor of the P. & R. Co., an abnormal growth, the result of inoculating the P. & R. Co. with the virus of Corbin's soundrelism, and which, according to the reports of a Congressional Committee, enables Corbin, the land pirate and Napoleon of Knavery, to "Russianize" one of the richest portions of Pennsylvania. Such a notorious pal of the Devil as Corbin, such a moneyed miscreant, such a repulsiveascal, rogue and reprobate, ought to be ceaselessly castigated, excoriated, at least. Every workingman in the country should take pleasure in whipping, metaphorically, at least, the scapegrace, the wealthy wretch, through the world.

This soulless swindler of rich and poor; this man with a National reputation of en-

imity to organized labor; this wrecker of railroads and the organizations of workingmen; this demolisher of Lodges, Divisions and Assemblies; this employer of Huns, Dagos and imported paupers; this degrader of American workingmen; this enemy of the American home; this man whose methods for getting money are worse than footpadism, as is known, was permitted to defend his nefarious practices in a publication known as the *North American Review*, whose late proprietor, being a millionaire, had, doubtless, a fellow-feeling for Corbin, and for a consideration, we suppose, permitted him to assail organized labor through its pages; or, it is quite probable, the venal creature wrote the article for so much money—an arrangement, which, if it was made, compensated him for the wear and tear of his fangs and rattles while employed in denouncing labor organizations, and making it appear that he (Corbin) was something better than a Shylock, who, to get 5 or 10 cents a day out of the wages of workingmen, would not quite cut his heart out of him. This caitiff Corbin, in his *North American Review* article, says:

The wage question is one in which capital, as such, is only remotely concerned. It is primarily and essentially a question between the employers and the employed.

In this, Corbin manifestly tells the truth. As a general proposition, there is not now, there has never been, nor can there be, war between capital and labor. Labor creates capital; it is the child of labor. The war in the past, and at present, is between the working man and his employer, when his employer is such an enshrined wretch as

Austin Corbin— but not between such employes and an honest man.

Notwithstanding the fact Austin Corbin had, as the Congressional Committee puts it, "Russianized" the anthracite coal regions of Pennsylvania; had forced a strike for the purpose of advancing the price of coal and reducing wages—something at both ends of the line—he has the impudence to say:

There never has been a time—and it is fair to assume there never will be—when employers, and public sentiment as well, have not fully conceded to the worker the right to better his condition by leaving his employer's service and obtaining more congenial or suitable employment elsewhere, at his pleasure. The worker in this country at least, under the law, happily, *is not a slave*; he owes no permanent service to anybody; he is a free man, as he ought to be, and nothing save his own environments, for which no employer can be justly held responsible, can compel his service at any time or place, or to any man or set of men.

Here we have declarations from "Russianizing" Corbin, in consonance with the genius of American institutions, made for the purpose of hiding from public view the scoundrelism perpetrated by himself and his co-workers in the villainous business of placing workmen in a condition which prevented them from leaving his "service and obtaining more congenial employment elsewhere." It has been shown that Corbin inaugurated the strike on his railroad and in his mines. Thousands of his men, having been paid less than was required to supply food and shelter and clothes, thrown out of work by his "Russianizing" methods, could be told to find "congenial employment elsewhere," with calculating cruelty. They could not go elsewhere. Half starved and half naked, wretched beyond exaggeration, "Russianized" to serfs, degraded, crushed and penniless, the victims of curses planned with Satanic cunning, they were compelled to accept conditions that horrified the Congressional Committee that investigated them. The remark made by Corbin that "the worker in this country, at least, under the law, happily, is not a slave," is the climax of irony. Workers under Corbin may not be chattels, but in a most grievous sense they are slaves, being compelled to work for such wages as Corbin may name, or starve. Corbin creates

their "environments" and is responsible for their "Russianized" degradation. Having accomplished his purpose, he attacks trades-unions, labor organizations, as follows:

In some foreign countries, the tyranny of trades-unions has dominated the lives of a majority of the working people, and only those have been able to escape from it whose indomitable energy, skill and perseverance have carried them up out of the ranks. With other good, bad and indifferent importations of foreign products, we have found ourselves, within recent years, to have acquired a body of professional labor agitators, which has been largely re-enforced by lazy imitators of domestic growth.

Those who know anything of the advancement of labor from degrading conditions, know that it has been through labor organizations, and to say such organizations have depressed labor is not only a malicious, but a foolish lie. The testimony of the most astute thinkers, those most familiar with facts, declare that trades-unions have been of incalculable benefit to their members. Organization, in its very nature, resists oppression, resists degradation, exalts manhood, self-respect, and is conducive to good citizenship. The attempt to degrade labor agitators, men who champion the cause of workmen, will prove a failure; it has already proved a failure, and the fact that Corbin's efforts have been successful in Pennsylvania, should only prove to him that with the sentiment abroad in the land labor agitators will, at no distant day, overwhelm him in defeat. He says:

Like other phenomenal social and political movements which have had their birth, growth and decline, this labor agitation assumed the methods of leagues and societies, with forms and ceremonies, oaths and penalties, mysteries and fearful punishments, and, withal, parades and paraphernalia generally. These, and all the like, would be harmless, and are, until they come within the legitimate domain of the laws of *meum* and *tuum*, upon which our Government rests.

In saying this, Corbin demonstrates that he is a miserable observer of phenomena. Labor organizations have had their birth and are still growing. The decline has not set in. They are just now grappling with "the laws of *meum* and *tuum*," "mine and thine," upon which governments rest. The Congressional Committee decided that Corbin was all *meum*; that he ignored *tuum* from the first. Workmen are studying

meum, and the time will come when such men as Corbin will have to disgorge; nor is the time discouragingly remote. Corbin evidently saw the meanness and weakness of his malicious antagonism of labor organizations, and deemed it proper to make some sort of an apology for the organization of trusts, syndicates and pools with which the country is flooded and cursed, and puts in the following plea:

Business men organize associations for such purposes, and are continually widening their own spheres of observation and usefulness by such conferences; and in the domain of the mechanical arts there are constantly forming new societies for comparison of views and experiences and the promulgation of knowledge concerning the matters of which they know. But these, and such as these, are not dominated by unprincipled demagogues, whose sole purpose is to live by the labors of others; they are unselfish bodies of men who are only too glad to let their light shine, and to teach the new generation what they have learned from their philosophy and experience.

That is to say, business men like Corbin "organize" within the legitimate laws of *meum* and *tuum*—mine and thine—but such organizations have little regard for *tuum*; it is all *meum*, and the workingman's *tuum* is so small that he starves, goes in rags and lives in dens, becomes "Russianized," as in Corbin's dominion. Business men's organizations may not be "dominated by unprincipled demagogues," but they are dominated, as a rule, by unprincipled scoundrels, whose sole purpose is to rob workingmen and degrade them to the level of cattle. They do let their light in their palatial homes shine, while they darken all the huts of the men who toil that they may be rich. The workingmen have "learned from their philosophy and experience" that the time is at hand when labor, *organized and federated*, will not long tolerate the robberies of such men as Corbin. In this connection Corbin eulogizes scabs and serfs as follows:

It is their just pride that their own industry and energy, and their thorough loyalty to the interests of those who trusted and employed them, have been the foundation upon which their prosperity was built. Not a single one of them all owes his prominence and success to the "labor unions."

What prominence has a scab or serf ever secured that was honorable by being the lawning, abject lickspittle of the men who sought by any device to overthrow labor or-

ganizations? Labor organizations have reduced the hours of labor from fourteen and sixteen hours to ten and nine and in many instances to eight hours a day. Union wages are the best wages paid in the country, and in this, as in his figures relating to the sale of coal, Corbin lies. Speaking of the efforts to overthrow labor organizations, Corbin makes the following statement:

Some employers have endeavored to accomplish this. They employ no new men who are members of any of the labor unions; applicants are required to promise not to join any while retaining their employment; those who prefer the unions are required to quit the service, and promotions are entirely confined to those of *undoubted loyalty to their employer and his policy*. The day of terrorism from the unions and their salaried and titled leaders is over, in cases where this policy has been rigorously pursued. The walking delegate is not now doing much walking in the neighborhood of works of this class—at least not at the expense of the workmen.

Here we have it in a nutshell. Workingmen can see through the scheme at a glance. It is, boiled down, simply this: Abandon your labor organizations or remain idle; starve, tramp, become vagabonds and outcasts. Workingmen can and do comprehend the scheme. Some will yield, some will crawl for a time, but the day is coming when they will resist; when they will organize, in spite of the world, the flesh and the devil, with Corbin thrown in. The "undoubted loyalty to employer and his policy" will give way to undoubted loyalty to right, justice, truth and fair play. Having sought, as best he could, to justify his Russianizing policy, Corbin takes occasion to laud the workingman, as follows:

It is a great satisfaction to know, as the writer does, that the industrious, independent and law-abiding element among the workingmen is growing fast in this country; and, if the employers of labor will show a tenth part of the independence and willingness to suffer temporary ills that their non-union employés do, there will soon be an end of the matter, and these indolent agitators, who figure only in conventions and newspapers as the friends of the workingman, with salaries attached and expenses paid, will fade out of sight and mind. Any case of real oppression of laboring men by cruel or selfish employers will speedily be detected and remedied by a just public sentiment, without violence to individual liberty or breach of the public peace.

The "writer," Corbin, knows that he has about 35,000 serfs on his railroads and in his mines, including thousands of the most degraded creatures to be found on the Ameri-

can continent—"dumb, driven cattle," for whose welfare there is less regard than is exhibited for the mules that work in the mines. The fact that labor agitators are not "indolent" but on the alert is what troubles Corbin and his pals, just as policemen and detectives who are on the alert trouble burglars, sneak thieves, footpads, sandbaggers and the entire gang of professional criminals that infest society. The talk about "any case of real oppression of laboring men by cruel and selfish employers" being "speedily detected and remedied by a just public sentiment" is intensified impudence when coming from a man like Austin Corbin, advertised by a Congressional committee as a colossal scoundrel, known to be "a cruel and selfish employer," who, to defend his degrading policy, goes into print, where he advertises himself still more than the Congressional committee had done as a brass faced, leather-hearted, conscienceless knave. Corbin, as he winds up his screech, turns exhorter, as follows:

The workingmen of this country should never lose sight of the fact that every labor agitation, even if only spasmodic and temporary, tends to destroy the smaller industries of the country which are scattered all over the land, whereby employment for all kinds of workers, skilled and unskilled, is found throughout nearly the whole of our diversified territory, and to concentrate all productive industries in the larger centers of population, where labor is abundant and cheap, where rents and means of subsistence are comparatively dear, where squalor and wretchedness prevail, and where filth and disease most abound.

Corbin would have workingmen remain quiet. Agitation disturbs his nerves. He pleads for "smaller industries." He would have it understood that he wants competition in mining and transporting coal; that he wants the small operators to prosper, and hence he wants workingmen to remain quiet, submit, wear fetters uncomplainingly, desert labor organizations and consent to be Russianized. Corbin has no more sense of shame than a courtesan—no more than a petrified dog. Thousands of his employés have astonished all beholders by the filth, squalor and wretchedness of their surroundings. The Congressional committee sent to investigate his rascalities could hardly believe that such conditions could prevail in the United States, and yet Corbin has the

audacity to don the robes of a saint that he may the better serve the devil and continue his worse than Russian policy. In closing, Corbin gives the Congressional committee a whack, as follows:

Freedom from dictation is the birthright of every citizen. The politician who seeks to take away its safeguards should be reminded that the people have long memories, and that sooner or later their just judgment will be visited upon the unfaithful public servant who, for personal political reasons, by unwise legislation strikes at the independence of the individual wage-worker and his right as a free man to work at such trades, for such wages and for such persons as he pleases, without dictation from any quarter.

Austin Corbin don't like the appearance of a Congressional committee in his Russianized dominion. He wants freedom from dictation. He thinks it his "birthright" to rob and degrade workingmen. The fact that the people have "long memories" will yet make Austin Corbin wish they had short memories. He is yet to be more firmly in the grasp of the politician. The unfaithful public servants who have permitted Corbin to riot in his rascalities will be relieved. The days of the "unwise legislation" that "strikes at the independence of the individual wage-worker" are numbered; the wise legislation is coming that will strike at the Russianizing methods of such Christless whelps as Corbin—coming as certain as day follows night; coming as certain as light dispels darkness, and it is coming to stay. Let workingmen organize and federate and get ready to hail the coming of the time when the Corbins, like prehistoric monsters, shall disappear from the earth.

THE *Scientific American* estimates that the present population of the United States is 64,000,000. The rate of increase, exclusive of immigration, is estimated at 18 per cent per annum—about 100,000 a month. By immigration the increase of population averages 43,000 a month, or over half a million yearly. The aggregate annual growth from both causes will not fall much short of a million and three-quarters. The estimated foreign population is not far below 14,000,000. Taking all the increase, home and foreign, and it is about 20 per cent per annum, or about 15,000,000 a year. Of this increase at least 10,000,000 go to swell the army of workers. With Austin Corbins in control the Chinese level will be reached at no distant day.

LOOKING BACKWARD, 2000--1887.

Edward Bellamy's book, bearing the title "Looking Backward, 2000--1887," we learn from the title page, has reached a sale of one hundred and fifty-four thousand copies. It is safe to say that up to the time of this writing, the book has had a million of readers; how many more it will have, is a matter that belongs to the realm of conjecture. The demand is still on and must run its course.

The author was fortunate, we think, in selecting a title for his book. The title naturally suggests the idea that the author is looking backward from 1887, but such is not the case, as the reader soon learns. He finds himself, with Mr. Julian West, the hero of the romance, projected into the future one hundred and thirteen years and looking backward from A. D. 2000.

The writer was fortunate in the matter of dates. The 30th day of May, 1887, was a well chosen time for Mr. West to be put to sleep by Dr. Pillsbury, the renowned mesmerist of Boston; the home of codfish aristocracy; the Hub of the Universe; the Athens of America; the center of æsthetic art, of literature, and quite as famous for the production of "Soolivan me Soolivan," the champion slugger of the world.

Mr. Julian West was a rich young man of Boston, who had never performed a day's work in his life. He inherited his wealth; and lived luxuriously upon his income and belonged to Boston's upper tendom. He was engaged to a charming young lady, was on the eve of solving the problem, "is marriage a failure?" and was building a palatial house for a home. Work proceeded slowly on account of labor troubles. Strikes interfered with his plans; he became nervous, was afflicted with insomnia, was mesmerized, slept one hundred and thirteen years, was found by Dr. Leet in his subterranean room and was brought to life on the 30th day of May, A. D. 2000. For a short time after his resuscitation Mr. West was dazed and bewildered, but finding himself physically and mentally as good as new, neither old nor infirm, he began investigating the new order of things and tells his

story in a way well calculated to interest his readers.

Mr. West's first surprise was in taking from the house top, a bird's eye view of Boston. It was not the Boston of the nineteenth century. "Miles of broad streets, shaded by trees and lined with fine buildings stretched away in every direction." He beheld "open squares filled with trees, among which statues glistened and fountains flashed" and "public buildings of colossal size and architectural grandeur unparalleled" in 1887 were seen on every side. Such things convinced Mr. West that Rip Van Winkle's sleep was a short nap compared with his prolonged mesmeric torpidity—in fact, the changes he observed were of such stupendous magnitude that instead of one hundred and thirteen years, Mr. West thought he must have slept a thousand years. Fortunately for Mr. West, he went to sleep and waked up in Boston. If it had been Chicago, the splendor of progress that would have met his eyes would have so completely overwhelmed him, that he would have doubtless given up the ghost then and there.

In the year 2000, there were no chimneys in Boston, nor elsewhere in the country. The crude methods of combustion in the days before Mr. West went to sleep, had been obsolete for nearly a century and chimneys disappeared with the crude methods.

Mr. West, having been the victim of a strike at the time he was building him a house and home, desired to know "what solution, if any had been found for the labor question?" He informed Dr. Leet that it was "the Sphynx's riddle of the nineteenth century." The reply was that "no such thing as the labor question" was known, and that there was "no way" such a question could "arise." At the time Mr. West fell asleep there existed "wide spread industrial and social troubles," and "the inequalities of society and the general misery of mankind were portents of great changes of some sort." "The most prominent feature of the labor troubles of 1887, and for some years previous," Mr. West thought, were "the strikes" that occurred. These strikes, Mr. West thought, were

made "formidable" by "the great labor organization," as "the workmen claimed they had to organize to get their rights from the big corporations." Dr. Leet said that was "just it" and remarked that "the organization of labor and the strikes were an effect, merely, of the concentration of capital in greater masses than had ever been known before."

At this juncture, in the conversation, the condition of things at the time Mr. West went into his one hundred and thirteen years' trance was sharply defined. Men believed that "the concentration of capital threatened society with a form of tyranny more abhorrent than it had ever endured," and "that the great corporations were preparing for them the yoke of a baser servitude than had ever been imposed on any race." It was declared that in the closing years of the nineteenth century, "railroads had gone on combining till a few great syndicates controlled every rail in the land." It was an era of syndicates, pools and trusts." The great trusts crushed out all rivals. Small capitalists became the tools of the larger ones. Under such circumstances the great body of the people demanded a change, and Dr. Leet tells Mr. West that:

Early in the last century the evolution was completed by the final consolidation of the entire capital of the nation. The industry and commerce of the country, ceasing to be conducted by a set of irresponsible corporations and syndicates of private persons at their caprice and for their profit, were intrusted to a single syndicate representing the people, to be conducted in the common interest for the common profit. The nation, that is to say, organized as the one great business corporation, in which all other corporations were absorbed: it became the one capitalist in the place of all other capitalists, the sole employer, the final monopoly in which all previous and lesser monopolies were swallowed up, a monopoly in the profits and economies of which all citizens shared. The epoch of trusts had ended in the Great Trust. In a word, the people of the United States concluded to assume the conduct of their own business, just as one hundred odd years before they had assumed the conduct of their own government, organizing now for industrial purposes on precisely the same grounds that they had then organized for political purposes.

In the foregoing, the reader learns the character of the change that had taken place, during the period intervening, between 1887 and the year 2000. It is not surprising that Mr. West was greatly aston-

ished. The codfish aristocracy of Boston had disappeared—no traces of it were left. The high hills of "upper tendom" had been leveled. The millionaire and the mendicant had vanished out of sight. The nation, with a big N, had assumed control. Hunger, cold and nakedness did not exist in the year 2000. There were no wars, no army, no navy, no militia—and the government had no war powers. Parties and politicians had gone glimmering, and "demagoguery and corruption" were "words having only an historical meaning." The nation having become the sole capitalist, became "the sole employer," and "all the citizens, by virtue of their citizenship became employés, to be distributed according to the needs of industry." In the year 2000, the citizens between certain ages constituted an industrial army and work was "rather a matter of course, than of compulsion;" however if a man would not work, he would "be left with no possible way to provide for his existence."

Dr. Leet informed Mr. West that there were neither children nor old men in the industrial army A. D. 2000; that the people held "the period of youth second to education and the period of maturity, when the physical forces began to flag, equally sacred to ease and agreeable relaxation." In addition, Dr. Leet said:

The period of industrial service is twenty-four years, beginning at the close of the course of education at twenty-one and terminating at forty-five. After forty-five, while discharged from labor, the citizen still remains liable to special calls, in case of emergencies causing a sudden great increase in the demand for labor. " " The 15th day of October of every year is what we call Muster Day, because those who have reached the age of twenty-one are then mustered into the industrial service, at the same time, those who, after twenty-four years of service, have reached the age of forty-five are honorably mustered out.

In the industrial army of A. D. 2000, every new recruit enters the grade of a "common laborer" in which he serves "three years." During this period he is assignable to any work at the discretion of his superiors." There is no way under heaven for him to escape. He is in for three years, and must submit. After three years the man may choose his occupation, and until he does choose he remains a

"common laborer." Men who want to join the liberal professions can make their choice after three years service as "common laborers," and if they can respond to the demands made upon their brains they graduate, if not they fall out and go back to the ranks of the workers. No favoritism is shown and hence there are no quack doctors, educators or preachers, scientists or philosophers.

The Nation regulates wages. Every worker gets enough. More than that could be of no possible value to anyone. It should be understood that A. D. 2000 there was no money, no buying or selling, no banks or bankers, neither debt nor credit. No lawyers, law suits nor courts as they existed when Mr. West went to sleep. Neither states nor legislatures, the occupation of law makers had forever disappeared, except that something in the shape of a Congress met once in five years, but no change could be made in laws until the proposition had been considered five years. After a citizen's wages had been fixed, he received a sort of a credit card which he presented at a National ware house when he wanted anything to eat, drink or wear. This card represents the holder's share of the annual product of the nation. With this he must be content. The only claim he had upon the Nation was his "humanity," and all shared alike. Every man, said Dr. Leet, is expected to do his best, and is therefore equal to any other man who does his best." If a man having endowments to do twice as much as another man, and didn't do it, it held that he ought to be punished rather than rewarded if he did work to the full measure of his endowments. The people of A. D. 2000 were determined to keep things on a dead level. They tolerated nothing like aristocracy—not even in intellect. Money, stocks, bonds, mortgages, banks, boards of trade, bucket shops and shylocks had all disappeared. From ocean to ocean there could not be found a millionaire, a land shark, nor a cattle king. Cornering food products belonged to the infamies of the dead past. Everybody was the ward of the nation. Everybody was prosperous, happy and contented. Everybody had to work twenty-four years. At 45

all became pensioners and live upon the National bounty.

It should be understood that in the year 2000 women were provided for in a way that disbanded the Woman's Rights Party effectually. All women belonged to the Industrial Army, but were assigned to such work as was most agreeable to them. They were under a discipline entirely different from that which regulated the masculine army, in fact, the women's army constituted "rather an allied force than an integral part of the army of men. Dr. Leet said to Mr. West :

"They have a woman general-in-chief and are under exclusively feminine regime. This general, as also the higher officers, is chosen by the body of women who have passed the time of service, in correspondence in the manner in which the chief of the masculine army and the President of the Nation is elected. The general of the women's army sits in the Cabinet of the President and has a veto on measures respecting women's work pending appeals to Congress. I should have said in speaking of the judiciary, that we have women on the bench, appointed by the general of the women, as well as men. Causes in which both parties are women, are determined by women judges, and where a man and a woman are parties to a case, a judge of either sex must consent to the verdict."

Things were lovely as seen by Mr. West in the year 2000. The women were not subjected to the drudgery of housework, and a girl, without impropriety, could tell her sweetheart that she loved him without being asked to do so. The Nation had abundant means out of the surplus products of labor to educate the young and support the old. Music of the best was had for the asking and was telephoned to the residences of all the people. In times of storms the people of cities went about as if the skies were cloudless—protected by awnings, a sort of a National umbrella. Every dining hall was a sort of Delmonico's and the cooks ranked with the best in any land. Sermons were preached to audiences of 150,000 by telephone, if the people preferred their theology that way. There were no beggars, no poor, no sick. The term "charity" was obsolete. A man demanded his own, received it, and it answered every requirement. And here it should be understood that this millennial era, this miniature heaven, was brought about by organized labor, the industrial army of the country had solved every problem.

Unfortunately, Mr. Julian West's story is a dream, and fortunately, a dream which, unlike Rory O'Moore's, is not to be interpreted by assuming that things contrary to Mr. West's vision, are to exist in A. D. 2000. Labor is organizing, a vast industrial army is in the field and is marching toward the highlands of victory. *Looking Backward* is inspiring. It outlines a possibility, or rather many possibilities, some of which are to be accomplished facts a century in advance of A. D. 2000. Trusts will go, syndicates and monopolies will follow. Land-grabbers will be made to relax their grasp upon lands. Unjust laws will be repealed. Corrupt courts will be purified. Labor is organizing for such work, and those who relish good reading should read "*Looking Backward*."

THE following measures were agreed upon at the International Labor Congress, held at Paris, France :

1. Eight hours a day to be the maximum of the day's work fixed by International law.
2. At least one day's holiday to be given each week ; no work to be done on fete days.
3. Abolition of night work as far as practicable for men, and entirely for women and children.
4. The total suppression of labor by children below the age of 14, and protection of children up to the age of 18.
5. Complete technical and professional education.
6. Overtime to be paid for at double rates, and limited to four hours in twenty-four.
7. Civil and criminal responsibility of the employers for accidents.
8. An adequate number of qualified inspectors to be nominated by the workers themselves, and to be paid by the state or the commune, with full power to enter workshops, factories or religious establishments at any time, and to examine the apprentices at their homes.
9. Workshops to be organized by the workers, with subsidies from the municipalities or the state.
10. Prison and workhouse labor to be conducted under the same conditions as free labor, and to be employed as far as possible on great public works.
11. No foreign laborers to be allowed to accept employment, and no employers to be allowed to employ such laborers, at rates of wages below the trade-union rates fixed by their trade.
12. A minimum wage to be fixed in every country, in accordance with a reasonable standard of living.
13. The abrogation of all laws against the international organization of labor.
14. Equal pay and opportunities for women and men for equal work.

It will be observed that labor is waking up to its rights and to the abuses which centuries of oppression have heaped upon it. Day is dawning. There is to be no more night for labor forever. (This is not exaggeration. The doom of the Corbins is settled.

ANDREW CARNEGIE ON BEST FIELDS FOR PHILANTHROPY.

In the December number of the *North American Review*, Andrew Carnegie, the millionaire, supplements his "Gospel of Wealth" *flapdoodle* with a *poppycock* article on "The Best Fields for Philanthropy." We use the italicized slang phrases purposely and understandingly, as fitting and proper when discussing the pharisaical utterances of a man who, regardless of the ills inflicted, has become a millionaire by robbery (within the law) of thousands of American toilers. This man Carnegie, like Austin Corbin, has the golden key which unlocks the covers of the *North American Review*, whose late editor and proprietor was a millionaire, every dollar of whose wealth was inherited, and Carnegie, having enjoyed the friendship and fellowship of the millionaire editor, takes occasion to beslime his name with characteristic *rot*, in saying "he had played his part in life well"

meaning, we suppose, that the dead millionaire liked his "Gospel of Wealth" because it proclaimed that the laws as they exist regarding "competition, accumulation and distribution," should be "accepted and upheld," and that "great wealth must inevitably flow into the hands of the few exceptional managers of men." And Carnegie, comprehending the value of the privilege to put his millionaire ideas in print, compliments the *Review*, saying it "shines on, a lamp still burning, to show the great army of humanity the pitfalls which it must avoid in order to retain what has been already conquered, and to light the paths which that army must tread on its way to future conquests."

It might be proper to say just here, to Andrew Carnegie, that the "army" of workingmen in the United States does not accept the laws of "competition, accumulation and distribution" as just, and will change them at the earliest day practicable. The industrial army believes that the laws are vicious, and have been fruitful of conditions of unparalleled injustice, of villainies which defy exaggeration, of robberies whose sum totals are told in the colossal fortunes of men like Andrew Carnegie. Why should

the wealth created by workingmen "inevitably flow into the hands of the few exceptional managers of men"? There is no honest reason why. That it is the case is an arraignment of the Christian (?) civilization of the age. When Carnegie proclaims in his "Gospel of Wealth" that the "best obtainable conditions of competition, accumulation and distribution" have been reached, he indorses every conceivable form of robbery practiced by unscrupulous scoundrels to enrich themselves at the expense of the poor. He indorses the land pirates and their aiders and abettors; he indorses the men who organize trusts, whereby "great wealth inevitably flows" into the hands of the few; he indorses every form of corporate robbery and monopolistic greed; he indorses the inhuman scamps whom it would be a compliment to call burglars, who corner food products and make it more difficult for the poor to obtain a sufficiency of food in a land that boasts of its ability to feed the world; and this he calls the "Gospel (the glad tidings) of Wealth."

Mr. Allen Thorndike Rice, the editor millionaire of the *North American Review*,—according to Carnegie,—was immensely pleased with Carnegie's "Gospel of Wealth." Austin Corbin, the man who has Russianized a portion of Pennsylvania, was also doubtless delighted with Carnegie's "Gospel," and we reckon the devil himself became hilarious over it, and if he has a fire-proof book-case, Carnegie's "Gospel of Wealth" is doubtless one of his text-books. Carnegie desires to pose before the world as a pious fellow—one of the tribe of Pharisees, who not only made "long prayers," but at the same time "devoured widows' houses," and made the poor bend their backs to "burdens grievous to be borne." Carnegie takes exceptions to Christ's Gospel because it says "that a rich man shall hardly enter into the kingdom of heaven" and "it is easier for a camel to go through the eye of a needle than for a rich man to enter into the kingdom of God." Carnegie, while asserting that the "Gospel of wealth but echoes Christ's words," endeavors to wriggle out of the tight place in which Christ's words place him. He says:

Time was when the words concerning the rich

man entering heaven were regarded as a hard saying. To-day, when all questions are probed to the bottom and the standards of faith receive the most liberal interpretations, the startling verse has been relegated to the rear to await the next kindly revision as one of those things which cannot be quite understood, but which, meanwhile, it is carefully to be observed, are not to be understood literally.

It will be observed that Carnegie believes that it will be easier for him to get into heaven than for "a camel to go through the eye of a needle." But Carnegie ought to remember that Christ did not take his view of beggars—he did not denounce beggars, he took pity on them; they excited his sympathy, and he wrought miracles to feed them. Carnegie, in his "Gospel," takes no stock in beggars. "Of every \$1,000 spent in so-called charity," Mr. Carnegie thought "\$900 was unwisely spent," and Mr. Thorndike Rice made it "950," and Carnegie revised his figures to suit the millionaire editor's views. In this connection, as Carnegie says that his "Gospel of wealth but echoes Christ's words," it may be well to give him some of "Christ's words" in which rich men and beggars are given special prominence, as follows:

There was a certain rich man which was clothed in purple and fine linen and fared sumptuously every day; and there was a certain beggar named Lazarus, which was laid at his gate, full of sores, and desiring to be fed with the crumbs which fell from the rich man's table; moreover, the dogs came and licked his sores. And it came to pass that the beggar died and was carried by angels into Abraham's bosom. The rich man also died and was buried, and in hell he lifted up his eyes, being in torment.

Does Carnegie's "Gospel of wealth but echo" the foregoing words of Christ? or, have Christ's words, in this case, as in the "camel" and the "eye of the needle," been "relegated to the rear" to give Carnegie, Corbin, *et al.*, a chance to escape?

Carnegie may fare better than the rich man who "dressed in purple and fine linen," and who, under his changed condition, would have been delighted to have had a little cold water. We hope he will, but while he is posing as a philanthropist, *par excellence*, he might read Christ's gospel, and the Bible generally, with great benefit.

It is not a little amusing to note Carnegie's survey of "the best fields for philanthropy." He has seven fields—as follows: First, founding universities; second, free libra-

ries; third, founding hospitals, medical colleges and laboratories; fourth, founding public parks; fifth, public halls for meetings and concerts of elevating music; sixth, providing swimming baths; seventh, erecting church buildings.

In maintaining that the foregoing are "the best fields for philanthropy," Carnegie spreads himself like a green bay tree—and it is well enough to comment briefly upon such subjects. Carnegie admits that great wealth, colossal fortunes, should be administered for the best good of the community *in which and from which* it had been acquired. Carnegie calls it "surplus wealth." In acquiring it from a "community" it had been taken from the people. What people? From workers who alone create wealth, taken by processes as infamous as ever disgraced human affairs, taken by processes of robbery, under the laws and conditions and decisions that the best thinkers of the age, not anarchists, but statesmen, say must be changed if the liberties of the people are to be preserved. Carnegie says the present "conditions are the best that are obtainable," and therefore "that great wealth must inevitably flow into the hands of the few exceptional managers of men." Let us see. Assuming for illustration, that in the present population of the country there are 15,000,000 of men dependent upon their daily wages for subsistence, and that on an average, wages, by present "conditions," are 50 cents a day below just compensation. In that case, "the few exceptional managers of men" would rob labor daily of \$7,500,000, or for 300 working days in the year, of \$2,250,000,000. Suppose wages are 25 cents a day less than justice demands? In that case the annual robbery would amount to \$1,125,000,000. Suppose the robbery to amount to 10 cents a day, and even at this low figure, "the few exceptional managers of men," would be enriched, at the expense of labor, to the amount of \$450,000,000 annually, and this stupendous infamy, Carnegie says is "inevitable;" and the toilers, having been robbed, having been subjected to poverty, hunger and dirt, having been reduced to rags, and compelled in thousands of instances to inhabit dens, Carnegie and millionaires of his ilk, look around for "fields

for philanthropy" in which to bestow their swag, and he thinks universities, swimming pools and music halls, all bearing the name of the philanthropic millionaire, is the direction the boodle ought to take, and this is the outcome of Carnegie's "Gospel of Wealth." It is to fill the land with paupers by robbery, reduce workmen to serfs, create conditions which compel men to work at such wages as "the few exceptional managers of men" decree, or starve; and then take the "surplus wealth" thus obtained and found universities, lay out public parks, decorate "swimming holes," etc., and tell the victims of the piracies to graduate, master Latin and Greek, walk in the parks, bathe, feed on wind, and shout: "Long live Carnegie."

Such is not the order of exercises. Carnegie's programme will proceed for a time, and then the audience will demand a change. It will come. "The exceptional managers of men," the "few" who have been the beneficiaries of the "inevitable flow" of wealth into their hands, will find the "flow" immensely reduced, and the rich men who rob will find themselves calling for "water." Their "Gospel of Wealth" will be "relegated to the rear," and a gospel of justice will be enthroned. It requires patience to read Carnegie's slush about the "right modes of using immense fortunes" known to be the product of cool, Christless robbery. To read his slush about using "enormous fortunes" so they "shall not have a degrading, pauperizing tendency," when it is known that the accumulation was secured by "degrading and pauperizing" the men whose skill, sweat and toil created the wealth that made the "enormous fortunes" possible, indicates unparalleled impudence.

The programme is to stop the "inevitable flow" of wealth into the hands of the "few" and introduce new methods of "distribution." It will be done. The organization of workmen is not a meaningless movement; it is not a holiday parade. It means business. "The best field for philanthropy" just now, is where men of intelligence and courage demand simple justice for workmen, and the "Gospel of Work" will, at no distant day, supersede Carnegie's "Gospel of Wealth," and relegate it everlastingly to the rear.

SUPPRESSION OF TRUSTS.

As we write information comes from Washington that three bills have been introduced in the Senate for the suppression of trusts. This is encouraging. It shows that there are men in Congress who are not sold, body and soul, to the money power of the country, and that the united voice of honest men is yet heard in the councils of the Nation. This speaks well for the integrity and courage of legislators.

The overwhelming and crushing power of trusts is understood. From this time forward trusts are to be an issue in politics. No matter to what party a man belongs, no matter under what flag he sails, if he does not pronounce against trusts he will find himself politically dead and buried.

The people have resolved that trusts must go. They are rank piracy. They are a constant menace to the integrity and perpetuity of free institutions. They are as much out of place in America as would be a titled nobility, Dukes, Lords and a' that.

Who are the United States Senators who have introduced bills for the suppression of trusts? Senator Sherman, Senator Reagan and Senator George.

An exchange says:

Mr. Sherman's bill, for example, declares all trusts unlawful; gives persons power to recover in courts whenever articles are advanced in value by combinations, and pronounces officers of trusts guilty of misdemeanors.

Senator Reagan's bill, which is more drastic, defines a trust to be: A combination of capital, skill or acts, by two or more persons, firms, corporations or association of persons, or of any two or more of them, for any, either or all of the following purposes: 1. To create or carry out any restrictions in trade. 2. To limit or reduce the production or to increase the price of merchandise or commodities. 3. To prevent competition in the manufacture, making, sale or transportation of merchandise, produce or commodities. 4. To fix a standard or figure whereby the price to the public shall be in any manner controlled or established, or any article, commodity, merchandise, produce or commerce intended for sale or consumption. 5. To create a monopoly in the making, manufacture, purchase, sale, or transportation of any merchandise, article, produce or commodity. To make, or enter into, or execute, or carry out any contract, obligation or agreement of any kind by which they shall bind, or shall have bound themselves, not to manufacture, sell, dispose of, or transport any article, etc.

Senator George's bill specifies that all contracts, agreements, trusts or combinations made with a view to, or which tend to prevent full and

free competition in the transportation, importation manufacture or sale of any article of merchandise, shall be unlawful, and in all suits brought in court, arising out of contracts, judgment shall be given against the trust. The President is given power in his discretion to suspend the custom duties whenever he is satisfied that any articles have been enhanced in price by reason of trusts.

The foregoing shows the drift. The men who are now engineering trusts may read the doom of their nefarious enterprises. It may require years to make these devil-fish relax their grasp, but it is only a question of time. It required about a dozen years to perfect and pass an interstate Commerce bill, but trusts are not to remain that long to disgrace civilization and thwart justice.

A VOICE FROM OLD ENGLAND.

John Burns, of London, in response to a request sent by the *New York World*, sent the the following message to America by cable:

To Friends and Fellow Workmen in America:

The year that has passed away has been the most momentous for labor in England since 1848. Everywhere the workers have shown an enthusiasm for organization truly extraordinary in its effects. In London alone 300 trades have secured shorter hours or better wages, and demanded successfully from their present masters better conditions. This means that 200,000 more men and women in London have been added to the ranks of organized labor. The gas stokers in eight months have made 50,000 members and reduced their hours—at better wages—from twelve to eight per day. The baker, who formerly worked ninety to one hundred hours per week, now works, through his union, only sixty hours, and for better pay. In the port of London every dock laborer, stevedore, lighterman and carman is and must be a member of the trades union. The working women are following the example of the men and pressing forward for better times.

All through the world the laborer is moving upward toward the light, the little they are getting making them divinely discontented with what discomfort remains. In Egypt forced labor has been recently abolished. All through the Continent of Europe, encouraged by the recent labor successes in England, unions are organizing, while in the colonies labor is marching with accelerated speed.

All this should be encouraging to the Americans, who have often been pioneers. In America I trust that workers are imbued with the responsibility of their position in the universal labor movement that American citizenship bestows upon them. They are citizens of a republic that will be the central force and influence of the Anglo-Saxon race throughout the world, and which may become a power for universal good.

All is well if each one sinks within himself feelings of mistrust, jealousy and suspicion and works for

the common good. In the new year that is coming English and American sons of labor will have an opportunity of showing their sentiments towards each other by practical efforts to secure internationally the eight hours per day. Certain it is that to keep their relative positions with other countries Americans have in the new year work before them. Believing that they would perform it, and regretting my inability through pressure of work to help them by accepting their invitation to lecture through the United States, we send them from the old country our best wishes for their success and heartiest greetings for the new year.

JOHN BURNS.

Here we have the utterances of a working-man's friend, a leader tried and true; a man with a great heart and immense executive ability. He is not a labor aristocrat. He cares nothing for big letters at the head or tail of his name indicative of his position. The poverty, the degradation, the woes of his fellow men awaken him, inspire him—every latent faculty is brought into requisition. He demands a reduction of the hours of toil and better wages. His vigilance is sleepless; his courage never falters; his energies never flag, and he triumphs. He leads multiplied thousands of toilers to better conditions, better food, better homes, better clothes, and makes them, therefore—God save the mark—better "subjects."

England has had in the past, has now, hosts of great men; but, after all, John Burns is England's Abou Ben Adhem.

SUFFERING FOR FOOD.

We are indebted to Brother George Auchter, Jersey City, for the following editorial article, clipped from the New York World of December 20th:

MONOPOLY AND STARVATION.

Thousands of men, women and children in Trevorton, Pa., and the villages round about are suffering for food and will presently starve to death unless help is rendered from without.

The trouble is that the men can get no work. The reason they can get no work is that the Philadelphia & Reading Coal and Iron Company has a monopoly of the only valuable product of the country, coal, and the rich men who own that monopoly have decided that it will pay them better to suspend operations for a few months than to continue them.

The idleness of the entire population is nothing to these rich men. The cries of the helpless starving women and children do not plague their ears. They consider only how best to manipulate their monopoly of a natural product so as to make it pay the largest possible dividends upon watered stock, every share of which bears a lie upon its face and represents a grinding of the faces of the poor.

This case is not an isolated one. It represents only the condition into which monopoly inevitably brings every business upon which it can fasten its fangs—a condition that makes a few rich men absolute masters and all the rest slaves, in worse plight than plantation negroes ever were, for they were sure, at least, of food as the gift of their owners' self interest.

It is into this condition that the monopolists seek to bring all the industries of the country, and it is in aid of their scheme that iniquitous tariffs, falsely called protective, levy burdens upon all the people and exclude them from the benefits of competitive trade.

This is the use that Plutocracy makes of the political power it purchases with the money it has wrung from the unrequited labor of the poor and the helpless.

In the foregoing from the *World* the iron hand and the iron-shod hoof of Austin Corbin can be seen. Talk of the impoverished and degraded condition of the poor in other lands; in what land, in the round world, are the poor worse off than where Corbin rules? Corbin snaps his fingers in the face of constitution and law—in the face of our much, overmuch, vaunted civilization; in the face of humanity, God and Heaven, and asks, with brazen effrontery, "What are you going to do about it?" Pennsylvania, with less courage than an average spaniel, permits an infamous monopoly, in the hands of men as heartless as hyenas, to inaugurate famine within her borders and remains silent. In the presence of such exhibitions of infernalism, is it strange that Anarchists should multiply? Is it strange that man—according to the late revision made "a little lower than God"—should, in view of such wickedness, seek to emulate God, and blast the cursed regions of Pennsylvania with fire? The condition of things in Pennsylvania is fruitful of horrors. Well will it be for America if Congress and Legislatures accept timely warnings and crush out of existence monopolies and trusts. If this is not done there will come a time when famine-crazed people will inaugurate a social earthquake, regardless of consequences.

M. FONAIL, member of the French Chamber of Deputies recently moved to grant 750,000 francs to assist striking miners. It didn't go through, but it was a straw showing which way the wind is blowing in France.

Fast time is made on the Vandalia Line between Terre Haute and Indianapolis, seventy-three miles, the distance being made, including stops, in ninety minutes—running time, say eighty minutes, or a mile in one minute and five seconds. Hard to beat.

The indications are, that during the year 1889, 5,000 miles of railroad have been built.

Poverty and Promotion.

Want is a bitter and a hateful good.
Because its virtues are not understood.
Yet many things, impossible to thought.
Have been by need to full perfection brought.
The darning of the soul proceeds from thence.
Sharpness of wit, and active diligence;
Prudence at once, and fortitude it gives.
And, if in patience taken, mends our lives.
—Dryden.

“IS he dead?” inquired the mother of a little pale-faced boy, as she turned her tearful eyes to the doctor. “No,” replied the doctor, “he is not dead, but may die any minute.” Then the mother buried her face in her hands and sobbed aloud. The doctor was kind-hearted, and with an effort at cheerfulness, said: “Bob may live; there is one chance in a thousand for him, and much depends on the nursing he receives during the night. He must be bathed in alcohol, and every few minutes he must have a sip of brandy diluted with water, as weak as if to be given to an infant. These stimulants should be administered immediately,” and then the doctor arose to leave the house, or, more properly, the hovel. Mrs. Worthington, for so we will name her, was penniless. Her last cent had been paid for medicine and for delicacies for Bob, and now her boy's life depended upon obtaining a little alcohol and brandy. Poverty now reigned supreme in the Worthington home. A little coal was on hand, and for food, a few potatoes and a little bread, was all the widow's store. Despair took the place of tears; mental agony dried their fountains. Never, in all her bitter experience, had the pangs of poverty been so sharp. The doctor had gone, and the widow was alone with her dying boy. Evening shadows were gathering fast; Bob's life trembled in the balance. The mother remembered what the doctor had said: “He may die any minute; he has one chance in a thousand.” Mrs. Worthington had never begged—but now, Oh, God! she must do it for her boy, for herself, never—no, not beg; she would ask for credit. “Surely,” said she, “the druggist will give me credit for the alcohol and the brandy.” She went to Bob's wretched couch; he was sleeping, or in a stupor, perhaps dying. She did not know, but he was breathing; he was alive, and repeating, “one chance in a thousand,” she closed the door and started for the drug store. Approaching the proprietor, she said: “Bob is very sick; he may die any minute, but he has one chance in a thousand to live. Will you credit me for a little alcohol and brandy?” “Who's Bob,” was the gruff rejoinder. “My little boy; he is very low, may die any minute, but there is ‘one chance in a thousand’ for him. I will pay you as soon as I can.” The druggist gave a long and leisurely puff from his cigar, saw the smoke gracefully curl,

and then, turning to the woman, said: “No.” “Oh, God!” she exclaimed, and left the place, saying: “He may die any minute, but there is one chance in a thousand for him.” She had not noticed who was in the store. She had proceeded but a few steps, when she was accosted by an urchin—a street gamin, a boot-black and a newsboy—who asked her: “Missus, who is Bob?” “Oh, he's my little sick boy.” “But what's his name?” “Bobby Worthington.” “Oh, I know Bob, him and me's been pard. I've got some chink—how much you want? Let's see how much I've got: there's a quarter, there's two dimes, there's a nickel—yes, here's another nickel. Let's see; here's 55 cents. Will that do? You may have it all. Bob and me's been pard. Where's Bob's roost, missus? I'd like to see him. Here, take the money and get the stuff. May I go and see Bob?” And thus the little “Arab” rattled on. Mrs. Worthington returned to the store, procured the alcohol and brandy. It didn't take all the money, but Dick, for that was the little “Arab's” name, wouldn't take any of it back. He just wanted to see Bob, 'cause Bob and him had been pard. * * * * *

Bob got well. The alcohol and brandy saved his life. Dick went home with Mrs. Worthington, and until Bob got well made the place his home. All day selling papers and shining shoes, at night with his earnings he was with Bob; and his money was given to the widow—given freely, given with his heart in every penny—given as a generous father and a loving mother give their children, without a thought of return. Dick was an angel in disguise. As Bob regained his strength, Dick expanded in generosity. He supplied all the funds. Nothing that he thought would help Bob escaped his eye. He worked harder than ever. He wouldn't spend a nickel for a cigar. He sold more papers, got more shines than ever before. Bob was his pard and he stood by him until his health was restored.

Mrs. Worthington had cause, till her dying day, to shower blessings upon the head of Dick Davidson. Bob's sickness found him a homeless waif, without kindred, turned loose upon the streets to take his chances, and yet, beneath his grime and rags, there beat a heart as noble as the best and proudest of the land. He had been Bob's “pard.” They had sold papers and “shined” shoes together. His sense of comradeship was acute; with him friendship meant, in time of need all he had, all his possessions. He loved Bob, as Jonathan loved David, and when he heard Bob was sick, then all his wealth, 55 cents, was poured into the lap of Bob's sorrowing mother; nor was this all, but he stayed with Bob, watched him and worked for

him, and rejoiced when he saw his "pard" getting well, thinking of the good time coming, when "me and Bob" would again be pards. I have said Bob got well, and sure enough, Bob and Dick were once more "pards," and forever afterward were inseparable. Bob's home became Dick's home, and Mrs. Worthington acted towards him the part of mother. Bob could read a little; Dick did not know his letters. Mrs. Worthington became their teacher. The earnings of the two boys made the home more cheerful. Comforts multiplied, and in a year a pleasant cottage was rented. Clean clothes took the place of Dick's former garments, and then, with the transforming influence of soap and water, Dick became a handsome boy, and the two "pards," Bob and Dick, became conspicuous on the street corners for their tidiness and intelligence.

Their first promotion came in the shape of being made messenger boys. Mrs. Worthington was anxious to get them away from evil associations, and when she told her story to the telegraph manager, he became interested, and wanted to see the boys. He found them sprightly, and employed them.

This was the first promotion of Bob and Dick. It is needless to say they were proud of their good fortune. Dick, as a street "Arab," had learned to smoke and chew tobacco, and sometimes drank beer, but from the day that he found his "pard" sick and in want he abandoned every bad habit. Bob had been more fortunate, for, living with his mother, he obeyed her, and though recognized by the "Arabs" as one of them, Bob had managed to remain uncontaminated by the vices of the tribe.

At night, when the boys came home, their earnings were deposited with Mrs. Worthington, whom Dick was permitted to call mother, and by those who did not know them, they were looked upon as brothers. Mr. Smith the telegraph manager, questioned them closely in regard to all matters pertaining to their life and habits. Bob had a family record. He told of his father. He said: "I loved my pap. He had to work hard. He dug wells and cellars and cisterns, and once, way down in a well, he had a chill, and some men brought him home, and then he was sick ever so long. The man he worked for, my mamma says, wouldn't let him have some money that he owed my pap, and my mamma had to sell things we had in the house, and bye and bye my pap died. I sold papers and shined shoes, and gave my money to my mamma; and then I got sick and almost died; and then Dick, he came to my house, and he gave my mamma some money he had got selling papers and shining shoes. Then I got well, and Dick and me have worked together ever since I got well, and Dick, he lives at my house, and we're bein' pards."

"And how about you?" said Mr. Smith to Dick. "I don't know nothin' about my pap nor my mam. It just 'pears to me I've allus ben sellin' papers an' shinin' shoes. I never had any home as I know of till I went to Bob's home; never had no mother 'cept Bob's mother - she lets me call her mother - but I never stole nothin', no cop never run me in. Nobody ever give me anything. I allus sold papers and shined shoes, and Bob, 'fore he was sick, was my pard."

"Didn't the Young Men's Christian Association try to get you to go to church and to Sunday school? Didn't the minister sometimes stop and talk to you about being good?" queried Mr. Smith. "No, I never seen any of them folks," said Dick, "but the Salvation Army, poundin' and beatin' tambourines, but up to Bob's house we reads the Bible an' Bob's mother prays an' we all sing in the evening before we go to bed."

"That will do," said Mr. Smith, "but you will have to have uniforms when you become messenger boys." "How much do they cost?" inquired Dick. "About \$7," was the reply. "We can buy 'em," said the boys. The bargain was made and the boys took the position.

In their new uniforms Bob and Dick were two of the finest looking boys on the street. Mr. Smith watched them closely and found them in all matters truthful and reliable. At this time Bob was thirteen years old. Dick did not know his age, but guessed he was as old as Bob, and that was satisfactory. When the day's work was done Bob and Dick went home, and Mrs. Worthington taught them as best she could. Bob was fond of making all sorts of sketches with his pencil, and Dick took a great liking to the rudiments of arithmetic. Both boys had learned to read well and to write legibly. There was a night school in the neighborhood and the boys became pupils. The teacher, fortunately for the boys, was capable and took an interest in them. He was an excellent draughtsman and mathematician. Discovering the bent of the boys' minds he encouraged them and was delighted with the progress they made. Dick mastered figures in a way that astonished his teacher, and in drawing Bob was not less fortunate. For two years these boys attended the night school. Bob's drawings were marvels of beauty and accuracy, and Dick's progress in arithmetic was not less wonderful. Their proficiency became the talk of the neighborhood, and finally Mr. Brown, the teacher called the attention of a civil engineer to his two prodigies. Mr. Thompson, for such was the engineer's name, became at once interested in the boys, and his interest in them was greatly increased when he learned the story of their trials and good conduct. He sought out Mr. Smith, the tel-

graph manager, and talked with him. Mr. Smith was more than generous in their praise. He said they were prompt, faithful, truthful and studious. Then Mr. Thompson called upon Mrs. Worthington and learned the whole history of the boys. She told Mr. Thompson how she formed an acquaintance with Dick; how the little "Arab," as she believed had saved Bob's life; how he had helped her in the darkest hour of her sad experience, and how he had made her house his home from that time.

Mr. Thompson became still more concerned in the welfare of the boys. Again he visited Mr. Smith and told him that, with his consent, he would offer the boys a place in his office. Mr. Smith didn't want to part with them, for he had plans of his own for the promotion of the boys, but seeing that Mr. Thompson's office was better than the place he had in view he consented, and in another week Bob and Dick were promoted to positions in the office of one of the most distinguished civil engineers in the State.

This was the second promotion won by good conduct, faithfulness and study. Mr. Thompson, like Mr. Brown, saw at once that in the boys he would eventually have able assistants. And now began another and a higher course of training. The boys were made acquainted with the severities of study, but they never flinched. Dick was required to take lessons in drawing and Bob in mathematics. In everything they were still "pards," and now perhaps more than ever of mutual benefit to each other. If Bob was bothered in the labyrinths of geometry and trigonometry, Dick was on hand, and the same was true of Bob when Dick's eye and hand failed in the niceties of drawing. For five years Dick and Bob worked in the office of Mr. Thompson. They mastered every detail. Their capabilities were acknowledged. They took charge of the business. Their habits were unexceptionable. They were credited with being absolute masters of their professions, and were now young men of high character and respectability. In the office of Mr. Thompson the boys had been again and again promoted, but promotion did not make their heads dizzy. They loved their home, and it is useless to say it was not the miserable hovel where Dick found Bob sick and gave Mrs. Worthington 55 cents. Frequent moves had been made, and now their home was a pretty cottage of modern style and comfort, handsomely furnished, and Mrs. Worthington, who had grown gray, no longer required to work, spent her days in luxurious ease; and Bob and Dick, as they grew older, developed every noble trait that could be expressed in unvarying affection and devotion to the woman who for years had watched over them with a mother's solicitude.

During their connection with Mr. Thompson's office a line of railroad had been built requiring consummate skill in the engineering department. The work required had brought out the latent ability of the boys, and it was found that they were equal to the task. Mr. Thompson, first to recognize their worth, sent them to the front on all occasions, finding in every instance that he had not overestimated their worth.

Here we drop Bob and Dick. They are now known as Robert and Richard Worthington, civil engineers, than whom none stand higher in the estimation of railroad magnates.

It were useless to detail further promotions. The Brothers Worthington could now command positions, and to-day one is president of a great railroad corporation and the other its general superintendent, and they are still "pards."

Married? Yes, married. Would you see their home? Well, do not look for it among the brown stone front palatial residences of the millionaires, but rather seek out a spacious double dwelling house, with a porch extending along the entire front, surrounded by shade trees. Note the wealth of climbing roses and the air of quiet which prevails, and which comes down like a benediction. Children? Look again, and note the golden-haired, bright-eyed frolicsome group which beautify the scene. Let us go in, for it is a place where a workman is welcome—where a street "Arab" is never turned empty away. There is neither pomp nor circumstance to intimidate nor embarrass, but wholesome recognition and cheerful words. Mrs. Worthington greets you with a tremulous voice, as when she said to herself on the way to the drug store: "Bob, may live; there is one chance in a thousand for him." Her sun is setting beautifully, and Bob and Dick are gently helping her as she descends the declivities, and her "daughters," Grace and Kate, attune their voices to the melodies of affection and the little grandchildren help to make the home a type of heaven.

The stalwart men who "sold papers" and "shined shoes" and belonged to the tribe of "Arabs" are sympathetic, and when they hear "Here's your Herald—all about the fire," a sale is made; and when it is "Shine, sir," the boy gets a nickel, regardless of the "shine."

In the world's broad field of battle promotion is, as a rule, the reward of merit, and, though poverty is inconvenient, there is room on top, and, in spite of poverty, where there is a will there is a way to climb.

Erastus.

"Is Miss Jones an experienced young lady?" She ought to be. She has been a young lady for the past thirty years."

The Relation Between Labor and Capital.

THE relations between labor and capital are so rapidly resolving themselves into social and political questions as to demand public investigation and legislative action. Governments are instituted for the purpose of the better protection of life and property, and for securing the prosperity and happiness of its people; the protection of the life and health of its citizens, particularly of its weaker members. The fathers of our Republic had in mind the old maxim of doing "the greatest good to the greatest number" when they founded our Government. A large and respectable portion of the people say that many acts of Legislatures and decisions of Courts are not in harmony with the designs of the founders of the Government. If such is not the case, so they reason, the few who live a life of luxury could not accumulate, in so short a time, the immense fortunes they do, while the many, by whose sweat and labor these fortunes are created, are scarcely able to secure the necessities of life, while living, and, at death, have nothing but blessings and good will to bequeath their children.

Ill fares the land, to hast'ning ills a prey,
Where wealth accumulates and men decay.

Persons who are making a study of industrial and economic questions tell us that our country is fast drifting into the condition suggested by the poet. The laboring masses are also led to believe that their condition is not what it should be under a people's Government. Laws that have either been repealed or become obsolete in Monarchical Governments are rigidly enforced in this. In vain do we search our statute books for laws similar to those enacted by European Governments for the better protection of the working people. The first to feel the blighting effects of commercial depression are the laboring classes. They have usually been told that "hard times" are caused by over-production. They wonder how there can be an over-production when so many people are nearly naked, as well as cold and hungry. Legislators are confronted by the want of reliable data regarding the labor problems they are called upon to solve; and, many times, to appease what is termed "popular clamor," laws are enacted which often prove curses rather than blessings. Law is sometimes called the science of human experience. Experience consists of facts. It is only by study and analysis that the principles which give vitality to facts can be discovered. Such a principle, when discovered and declared, clothed in words and equipped for human service, is recognized and applied as a law. One of the greatest of all the defects of modern law-making is legislation based on

the narrow and incomplete experience of a few persons, which may be and often is merely exceptional. Laws based on experience or planned to meet the needs of a locality, or a class, will almost certainly be found to be antagonistic to some other place or interest. But if all the facts are known, the rules to be declared will be modified, and such exceptions made as justice may require. Legislation without a proper knowledge of the facts is simply campaigning in the dark.

From a paper before me I take the following:

A very serious question confronts the American youth under the restriction system of apprenticeship.

This subject is worthy of the best thought of the most profound thinkers of our time, and I hope that my words will serve as an introduction, and may be the cause of others to take up this question for future discussion. We have a restrictive system of apprenticeship in the United States I fail to find in operation in many of the trades and callings, and in many others it exists only in name. It is frequently urged that the restrictive system of apprenticeship is driving the American youth from the skilled callings; that the native born is being driven out from the workshop to make room for the workmen of foreign birth. It is held by many that the trades-unions are to blame for this state of affairs; that the American labor organization is inimical to the interest of the American workman. When the mechanic worked steadily for six days in the week to perform a certain amount of work, by hand, it was necessary for him to know the use of tools; he had to bind himself for a term of years to his employer, and to work for a pittance, with the hope of one day of taking his place at the bench as a journeyman. It made no difference what trade they learned, they were all hard to acquire. At present it is a waste of time to bind a boy to any particular trade, for the reason that they are all subdivided. The aim of the employer in employing apprentices is to secure cheap help on work that is not necessary to employ competent mechanics to perform; under such conditions wages must have a downward tendency. Twenty years ago the apprentice learned all of the "arts and mysteries" of the trade, while the beginner of to-day is placed at a machine and is apt to be kept at it during his entire apprenticeship; and when his apprenticeship expires he is of but little use as a mechanic. During the period from 1859 to 1875 trade-unionism flourished more than at any time in our history. During this period the employers of labor learned to go to foreign lands to secure mechanics who would engage to take the places of American workmen. The employer was not forced to go

abroad for workmen, but he regarded the trade society as a foreign institution, and would not recognize it in dealing with his employes. During the past ten years the importation of foreign workmen by employers was practiced on a more extensive scale. The argument that trade-unionism is to blame for the presence of so many foreign-born mechanics is not worthy of consideration. The truth plainly stated is, that every foreigner who is to-day at work in the workshops of the United States is here because he was induced to come here by some agent, in the interest of the employers of labor in the United States. It is neither profitable nor encouraging to learn a trade when the chances are that some morning the mechanic will awake to find a machine standing in his place doing the work performed by him the day before.

Americans believe that they live in the best country in the world; the workman being imbued with that sentiment believes that he should receive the best wages in the world. The employer, who ought to be as proud of his country as the workman, when it comes to the question of employing an American because he is a countryman, or securing the services of cheap workmen, will cast his lot with the foreign workman and the dollars-and-cents side of the question. The foreign workman, not knowing what his services ought to bring in this land, will step into the shoes of the American workman who has received from \$2.50 to \$3.00 a day, and be recompensed at a rate not exceeding \$1.50 or \$1.75 a day. He, having lived where it was necessary to practice the most rigid economy, can, for a time, exist on these wages. We also find that the manufacturing of the United States are being operated as though they were the property of one management. The tendency is to bring them all under one head through the agency of the "trust." This system, although in its infancy, bids fair to become so perfected that it will be impossible for a man to work in any part of the country if his last employer is dissatisfied with him. The tendency for the past few years has been to discourage the American youth when he sought to learn a trade—he being unwilling to spend years in acquiring knowledge which may never be of any service to him. This is an age of revolution and evolution. It is the most marvelous age the world has ever witnessed, and nothing that has gone before can be compared to it, or cited as an indication of what is to follow. One cannot, with any degree of accuracy, predict anything for the future; we grope and fear to risk too much, lest some new invention completely upset all our plans and gives the winning hand to another. We find American youths unwilling to learn trades because they do not bring rich re-

wards or assurances of stability of employment. What the man of ante bellum days regarded as a luxury is to-day an absolute necessity.

Take a look at the room in which you may be sitting when reading this article and contrast it with what your surroundings would have been in 1858, thirty years ago, and note the changes which time has worked. Once we put oil in a saucer, hung a rag over the edge, struck the flints together and ignited the rag. Then we ran the tallow into the mould and made candles; we next ran fluid into the lamp, and stood back in awe to see it burn; after this, gas began to work its way beneath our sidewalks into our sitting rooms; next came the old Drake farm, and the world was astounded to find itself burning the product of the earth after its products had been refined. Then we said, we can go no farther; but found our words contradicted by a glare of light which almost rivaled the noonday sun, and electricity flashed itself into favor. Ten short years ago we wrote our letters, or, if in a hurry, we telegraphed. To-day we talk into a funnel, and not only are the words recorded, but the very sound and quiver of the voice is recorded. We ask, what next? The answer comes from some quarter of the universe in the shape of some new invention. But what has this to do with American youth? Everything, for we must devote more time to him than heretofore, so that he may not, Macawber-like, stand in idleness waiting for something to turn up. Let us turn it up for him by inaugurating a system of industrial schools where the arts, sciences and trades are taught. Surely the American youth is worthy of the best that we can do for him, and we should encourage him in his first steps, that his later ones will be for the good of the Nation. At the rate science is advancing, there will be no trades of any special calling or crafts; in the world's production we will have men of no particular trade, but all men will know all crafts, not the "Jack of all trades," but a far different being, who knows all trades well. Every school room should be a workshop and a laboratory. At present a trade learned is a trade lost, for the learner does not have an opportunity to practice but one part of his calling, and if thrown out of that one groove, cannot fall into another. Under an industrial system of schooling every American youth will know sufficient of all trades to step into whatever opens itself to him, and he will not be forced by circumstances to stand in the way of another who is anxious to rise, but will be befitted to take a step forward at a moment's notice. He will always find work to do, and will do it more rapidly, with better tools and for a greater reward than the artisan of the present.

G. H. Whitney.

Saving the Kearsarge.

HAVING read the article in your December *Magazine*, entitled "Rowley's Gallant Deed. How he saved the Kearsarge," I have concluded, having been one of the crew of the Kearsarge myself, and having a very distinct remembrance of the memorable fight between the Kearsarge and Alabama, to give the readers of the *Magazine* the facts as I recollect them.

Rowley's account opens the fight all right, but the rest of his account is all wrong. There was no such occurrence as he relates, and the idea of manning the rigging and cheering in the heat of the engagement is ridiculous. From the firing of the first shot by the Alabama to her sinking, was one hour and twenty minutes. The actual fight was about fifty minutes. The engagement, while it lasted was hot. We fired 270 shots out of six guns, the Alabama going about 100 shots better. About the flags, the truth is that the halyards of the Alabama's ensign were shot away in the latter part of the engagement, and the Kearsarge had ceased firing, when one of the Alabama's crew came up from the powder magazine, and seeing the lock string of one of the guns laying loose, caught it up and fired off the gun, saying, "he would have one shot at the damned Yankees, anyhow." The Kearsarge fired her entire broad side before Capt. Winslow's orders could be heard. During this time, the boatswain and quartermaster of the Alabama cut the unionjack, and what was left was a white flag, which they tied up to the left of the spanker boom, and the Alabama sunk with a white flag flying. There was no bridge on the Kearsarge, there was no shell fell on deck, there was nobody killed during the engagement; two men wounded, and one died of his wounds and was buried at Cherbourg. When we came home we were paid off at the Chastertin Navy Yard Massachusetts. The reason why I write this, is because I do not like to see you deceived by such a story as Rowley tells. Rowley, I believe, was stationed in the powder magazine.

Very respectfully,

G. H. Hauser,

Late seaman on U. S. Kearsarge.

St. Louis Mo.

LEGEND OF THE DEWS.

Earth had no dews until a baby died—
A dimpled, fair-faced baby, whose dear eyes
Peeped through the swinging gates of Paradise.
And, seeing wondrous treasures scattered wide,
Sought them with fruitless grasp, and, homesick,
cried:

And when the eager, trembling little hand,
Wearied in reaching for the luring things,
Fluttered and folded, like the drooping wings
Of Noah's dove, sent out to find the land
Where no land was—then angels wept their woe
For the sweet, sealed lids and cheeks of snow;
And all their rueful tears the elphyr's bland
Gathered in dainty cups of moonlight hue,
To heap on babies' graves in showers of dew.

MEMORY'S MUSINGS.

TO J E STANHOPE.

Worthy friend, come sit beside me,
Till we two converse together—
(Though, alas! 'twill be in fancy),
In this solemn twilight hour.
May our hearts both float in rapture,
Just as buoyant as the feather
That is wafted by the fragrance
Of a maiden's sunlit bower.

We will sing of life delighted
That so oft to me thou'st painted,
In the dreamy days so happy.
In the days of long ago!
When I thought thee more than mortal,
Ere our trusting hearts were tainted
By the shadows sent from cloud-land,
That presaged a coming woe.

Happy days! and happy dreaming!
Visions clust'ring round hope's mountain,
Gladsome moments, multiplying
Into hours of joy sublime:
Quaffing deeply golden sunlight
At life's overflowing fountain,
Never pausing in our rapture
To denote the flight of time!

If a single thought of parting
Would pass silently before us,
It would make us cling the fonder
In the bonds of friendship dear;
And thy voice, attuned to gladness,
Could woe mine in joyous chorus,
Far beyond all plaintive musings
Or a thought of mortal fear!

How thy heart would bear mine onward
If it ever paused or faltered!
How thy hopeful words would thrill me
Like the trumpet blast of fame!
Till I felt once more courageous,
Till my bosom's doubts were altered,
And my lips were lisping praises
To entwine around thy name!

I had strength to fight each battle
When, dear friend, thou wert beside me,
For I knew thou would'st sustain me
If misfortune strewed the way;
But alas! grim fate was carving,
And in scorn he did deride me,
As I rallied 'gainst separation
And to have thee with me stay.

When the sad farewell was spoken,
As I clasped thy hand at parting,
There were silent sighs unnumbered
Surging sadly in my breast;
And I saw thee unavailing
Try to check the tear-drops starting,
That upon thy drooping lashes
For an instant seemed to rest.

In a moment more the castles,
Which were built in sunlit bowers,
Down came falling, tumbling round me
On the instant thou wert gone;
Though I try to re-erect them,
Toiling in the ruins hours,
Fate keeps laughing at my efforts,
Although hope allures me on.

We are many leagues divided,
Both are drifting to the star-land;
Far beyond our comprehension,
O'er the azure skies above;
Where thou'lt surely be rewarded
With a never fading garland,
To be worn through life eternal.
In the realms of endless love.

And the brightest 'mid the many
In the treasured stores of Zion,
Is the very one the angels
Have selected for thy brow!
Thou hast won it by life's labor,
Holy writ thou may'st rely on,
For it tells us how the master
Will the pure of heart endow.

Shandy Maguire.

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the tenth day of each month.

Review of January Magazine.

The *Magazine* for January comes to us in new and improved shape, having new type inside and newly designed covers, each of which helps the general appearance of our book and makes it an organ which no association of workmen would have any reason to feel ashamed of. "May its shadow never grow less," but may it be extended, until every man connected with the locomotives of the country shall be a careful reader of its pages.

"W. L.," some time ago, asked SLIPPING "why does a locomotive slip OF on a down grade without the use of steam?" and I answered DRIVERS. that I could see no reason why they should, but now "W. L.," from Ohio, is corroborated by "F. E. P.," from Pennsylvania, who says he has noticed the same thing, and further says, that "she would still continue slipping for as much as a mile down grade with the throttle-valve shut," and wants our young mechanics to give an opinion on it. The persons who have noticed such phenomena should be in better condition to study out the reasons that causes them to slip than others who have not observed them, and to whom all laws of mechanics would seem to indicate that such things could not be. That a locomotive slips in starting a train in not to be contradicted, and that while bringing a train into speed, or while pulling a heavy train, as somewhat constant slip exists, which is not so evident when in full speed or with a light load, will be self-evident, and can easily be demonstrated by such of us as have children, sleds and a frozen pond at hand. (Our young men might substitute sweethearts and one of those chairs on runners for children and sleds.) While either party would be apt to slip around rather lively in starting a heavy load and bringing it into speed, yet when in speed, or with a light load, not much slipping would be done. All indications go to show that while steam is being used there is constantly a little slip, which is in proportion to the load that is being pulled, but that the wheels should slip "for a mile with the throttle-valve closed," would seem to indicate the existence of a hitherto undiscovered power, for it is certainly to be as-

sumed that power is necessary to slip the wheels, as is stated by your correspondents. Even Mr. Lockwood's answer, that it is owing to the imperfect counter-balance, does not answer why they should slip going down hill without steam, for certainly, according to Mr. Lockwood's theory, the wheel could slip only during a portion of its revolution, for during the other portion the increased force (hammer blow) would take such a hold as to make slipping an impossibility. Mr. Lockwood will please take notice that these correspondents do not allude to slipping half a revolution, but for several hundred revolutions of the wheel. Mr. Lockwood also says, that two graduates of Steven's Institute in Hoboken made some tests on a Baldwin, running on the Central Railroad of New Jersey, between Bound Brook and Jersey City, and reported that *there was no slipping of the drivers*. It is to be presumed that these tests were made in the interest of science and to arrive at the truth, yet it is just possible, and, indeed, highly probable, that this was a light train, for as Bound Brook is only thirty miles from Jersey City, it is likely the tests were made with a three-or-four-car train, and would have resulted differently if eight or twelve coaches, with three or four of them Pullman sleepers, had been attached. The difference between a light pull and a heavy one can be most distinctly seen in a comparison of the tracks, or hoofprints, of a horse hitched to a light carriage and a horse of the same weight pulling a heavy wagon, and ought to bring conviction that a constant slip is going on when a heavy load is being pulled; but that it varies, according to the position of the counterbalance, has not been made clear to me by the reading of Mr. Lockwood's article nor any thought which I have given it.

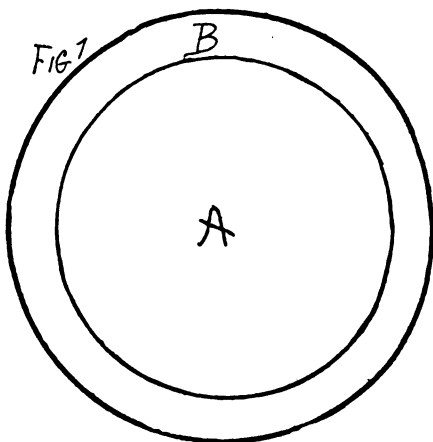
STEAM Although I have devoted much space of the January POWER. *Magazine* to Dr. "Wilson," there are a few points in the Doctor's January article which require attention. The Doctor says it is wrong to calculate for two cylinders in a locomotive. Does he mean to say that a two-cylinder engine is no stronger than a one-cylinder machine, and that the second one does not affect the power except in so far as it helps over the dead points? As the Doctor says it ought not to be counted, of course he must mean that it does nothing. Again; the Doctor has fixed the constant pull of a horse at 150 pounds. Then he says that all he can get out of one piston, with an area of 283.5 inches and a pressure of 120 pounds, is 34,020 pounds as a pull, and then says it is only a little over one horse power. Taking the Doctor's own figures of 150 pounds as the constant pull of a horse, does not this 34,020 pounds on one piston denote as many

horses as 150 is contained in 34,020, or nearly 227, or 454 horses for the two pistons, on any machine which has two? Or does the Doctor mean us to take leave of common sense and believe it as he puts it, *a little over one horse power*? Does he believe one horse will pull a locomotive? And yet they not only pull themselves, but trains of 1,000 tons, as I have shown in *January Magazine*. The Doctor himself has called attention to the difference between foot pounds and constant pull often enough, so that he should not confound the constant pull of 34,020, which he has said was there until the train started, with the 33,000 foot pounds which represent power and motion. If the Doctor willfully and persistently discards and ignores the work done by one cylinder, which is surely as much as the other, he can make any kind of figures he pleases; perhaps it might be as well to ignore the existence of steam and of the other cylinder, and thus let the people see that instead of being indebted to steam for rapid transportation, we have been dreaming, and are just now being awakened to our senses by the "Dr.'s" revelation. If the "Dr.," after reading this, and my article on work done by locomotives, in the *January Magazine*, will answer some of these points it may be well to continue this discussion, but if it is to lead into an advertisement of a new scheme I shall not have any more to say on the subject.

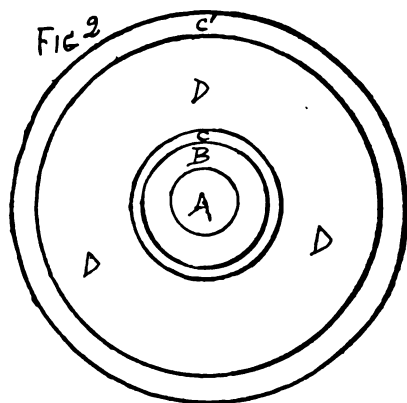
UNCLE SILAS "Uncle Silas" seems also to be in doubt in regard to "Dr. Wilson's" "horse sense," and ON gives a good explanation of HORSEPOWER, horsepower and thinks Watts is still good authority on this point.

BOILER A. T. Conkling asks in regard to a boiler having sixty pounds PRESSURE of steam, and in reply I would say that when we say a boiler has sixty pounds of steam, we mean to say that every square inch of plate in contact with the steam is subject to a pressure of sixty pounds.

MEASURING "A. T. C." also asks about measuring a safety valve. There ARE a number of different shape A SAFETY safety valves and of course the VALVE. steam openings are also different. The most common shape are the circular and the annular steam openings. Fig. 1 shows a circular opening in which A is the steam space or opening, and B is the rim on which a beveled seat is ground. The opening in this case is 3 inches in diameter and 3 multiplied by itself is 9, and this multiplied by .7854 equals 7.0686, showing that this valve has a little over 7 square inches in it and would require a force of a little over 420 pounds to hold it to its seat if the boiler had 60 pounds of pressure to the square inch. In Fig 2 A represents a hole



for the valve spindle, B a depressed part of the casting, C C raised rings ground to a true face on which the valve rests, covering D D D, which is the steam opening. To arrive at the number of square inches in this opening we have two methods, one being



to find the area inside of the outer edge of the steam opening, and subtract the area of the space inside of inside edge of opening in this way, one diameter being 34 and the other 24 inches.

3.5	25	
3.5	25	
175	125	
105	50	
12.25	625	
7854	7854	
4900	2500	9.621150
6125	3125	4.908750
9800	5000	4.712400
8575	4375	
9.621150	4.908750	

The 3½-inch circle contains over 9 square inches; the 2½-inch circle nearly 5, leaving a little over 4½ as the steam opening. Another way is take the average diameter, which, in this case, is 3 inches, multiply by 3.1416, which gives 9.4248 inches as the circumference in the center of the opening; multiply this by the width, which is ½ an inch, and we obtain 4.7124, the same result as before. This valve would need but about 282½ pounds of force to hold it down with 60 pounds on the boiler.

DISPLACEMENT A plunger 1.5 inches in diameter has an area of 1.76715 which, multiplied by 20 (the length), and 60 (the strokes), yields a product of over 2,120 cubic inches, or, (as it takes 231 cubic inches to the gallon) a little over 9 gallons.

HORSEPOWER Boilers are rated for horsepower by the heating surfaces as it is by them that the amount of fuel consumed, heat evolved and water evaporated is governed.

HORSEPOWER The power developed on a piston in a cylinder, varies with the pressure and the speed, and the same cylinder may at one time show ten times as much power as another, and therefore no definite horsepower can be assigned to any given size cylinder.

ECCENTRIC "A. Duncan" asks, "What is an eccentric blade? In some sections we call it eccentric rod, it being the connecting parts between the eccentrics and the links in ordinary locomotives."

DIRECT AND By direct motion we understand that the eccentrics move the valve without any intervening device, such as a rocker arm, and by indirect those which move by the use of the rocker.

THROW The throw of an eccentric is not governed by its size, but by the amount that its center is from the center of the axle to which it is attached. A 5-inch in diameter eccentric may be attached to an axle with its center 1 inch from the center of the axle, and have 2 inches throw, and if a five foot eccentric were used with its center 1 inch from the center of the axle its throw would be only 2 inches. The throw of an eccentric is twice the distance that its centre is from the center of the axle.

Hoping that I may have made my answers clear and that they may stand the test of investigation, I am, as ever,

Vulcan.

Comparison of Horse and Steam Force.

Let us first assume that horses can travel at the rate of 20 miles per hour, which is 1,760 feet per minute. Then, from what we have already demonstrated, their load as a constant pull is 18½ pounds per horse. Now, we will take 20 cars as the load, and have them moving at the rate of 20 miles per hour, and that it requires all the constant pull of 40 horses to keep it moving. Then the combined force of the horses would be $18.75 \times 40 = 750$ pounds as the tractive force required while the train is in motion. This is allowing two horses for each car, with a starting force of 750 pounds each. Then, for 40 horses, it is $750 \times 40 = 30,000$ pounds of tractive force to start the load. Now, in a former paper, in speaking of the starting force of steam in the locomotive, with 19x24-inch cylinders, and a pressure of 120 pounds in the cylinders, I stated the whole force is 34,020 pounds, and the difference between the starting force of 40 horses and this locomotive to be 4,020 pounds, and let this be to start the locomotive, which would be regarding it as equivalent to 2½ cars. Then the locomotive and 40 horses could start the same load. Then, if steam horse-power means the same as for the horse himself, why should they not accomplish the same amount of work in the same time, in drawing a load? The foot pounds of work for 40 horses for one minute, is $1,760 \times 750 = 1,320,000$ foot pounds. Proof - $33,000 \times 40 = 1,320,000$ one minute's work for 40 horses.

We have shown the starting force of this locomotive and 40 horses to be equal, and we have them both to move the load 20 miles per hour, and to do this we have already shown the tension, or pull, required of the horses, and the foot pounds of work done in one minute. Now it remains to show the same things for the locomotive. At 20 miles an hour the piston speed is 496 feet, but the distance traveled along the rail is 1,760 feet. Now, let the pull for the steam be the same as for the horse. And as the steam (piston) speed is 496 feet, the tension of pull per horse-power is 66,532 pounds. Then $66,532 \times 40 = 2,661,290$ pounds is the whole tension or pulling force of the locomotive to draw the load. Now, this is a constant push or pull against the piston at the strongest point, and the two cylinders average this, when the estimate is put on only one. The piston contains 283.5 square inches, and $2,661,290 \div 283.5 = 9,387$ pounds pressure, instead of the "always supposed two-thirds," or 80 pounds, as given in the example. Now, with this steam pressure, how many foot pounds of work is done in one minute? thus, $283.5 \times 9,387 \times 496 = 1,319,863$ foot pounds, only 137 pounds less than 40 horses, and would have been

The New York Central Railroad is soon to have fifty new passenger coaches, which will be used mostly for the extensive travel on both the Harlem and the Hudson River divisions.

exactly the same if the fractions had been counted closely. Now, we have seen that 40 horses and this 19x24-inch cylinder locomotive have the same power to start the load; and when taking it along the road at 20 miles per hour, they do the same amount of work each minute or each hour. But you only have a steam pressure in the cylinder of about 9½ pounds per square inch, instead of the "must be supposed two-thirds of boiler pressure."

Now let us reverse - not the engine, but the speed of travel - and let the horse have his gait, 2½ miles per hour, and make the engine travel at the same speed.

Then the constant pull of 40 horses is $150 \times 40 = 6,000$. This gives in foot pounds for one minute's work, $6,000 \times 220 = 1,320,000$ foot pounds, just the same for one minute's time as when he was going 20 miles per hour. Let us now see what a locomotive can do, running 2½ miles per hour, which is ½ of 20 miles. As the speed is 8 times less, the pull or push must be 8 times greater. At 20 miles per hour we estimated the pull at 66,532 pounds for each horse power. Then to pull the same load it will take 8 times as much steam pressure as it would for twenty miles an hour; then the pull per steam horse is $66,532 \times 8 = 532,256$ pounds pressure per horse power, and for 40-horse engine, 19x24-inch cylinders, it is $532,256 \times 40 = 21,290,240$. The piston speed is 62 feet per minute, and the work for the locomotive is $21,290,240 \times 62 = 1,319,994.88$ foot pounds, which is only about 5 pounds less than we found for forty horses traveling 2½ miles per hour. Therefore, as this whole pressure against the piston is 21,290,240, let us see how much that is per square inch of piston: $21,290,240 \div 283.5 = 75.1$ pounds, nearly, which almost reaches "A Philadelphian's" two-thirds boiler pressure. But if we check up this fiery, snorting steed, and let him prance along at 2 miles per hour, then he will have to lay his shoulder to the wheel not only at 80 pounds, but at about 94 pounds, nearly ¾ of the boiler pressure.

Now, if 20 cars make a full load for 40 horses, at 20 miles per hour, there would be a tractive force of 37½ pounds for each car, when pulled by horses, and a pressure in the cylinder of about 133 pounds for each car. But if the train only moves 2½ miles per hour, then the pull for the horses is 300 pounds per car, or a two-horse force, and there would be in the cylinder a pull of 1,064 pounds per car, which represents two-horse steam force. But, as shown in a former paper, you can not have 75 pounds pressure in the cylinder, therefore your locomotive must fail to pull the load. But the horses can get in their work, and I believe two horses will pull a car with ease. If it takes 30, 40, or 50 cars to make a full load

for the above pulls, all the change or difference that it can make is, the 6,000 pounds pull for the horses would have to be divided by the number of cars, and it would be so many pounds less pull for each car. Thus, if 40 cars made the load, then the pull for each car would be 150 pounds, or one-horse force, and for the steam it would be 532 pounds pressure in the cylinder; therefore, a locomotive on a slow motion would fail for the want of momentum.

Again, as we found the locomotive equal to 45 horses in starting a load, including the locomotive itself, and after starting the locomotive can go 20 miles while the horses go 2½ miles, and as the momentum of a moving body is the mass multiplied by the velocity, then the steam has 8 times as much momentum to help pull the train as the horses would. And to illustrate: Let us say for every pound of force given by the horses, going 2½ miles per hour, that momentum gave one pound to propel the train; then so many horses can pull one car, and the momentum one, and this would move two cars. And for every pound of steam force there would be 8 pounds of momentum; therefore so much steam would be required to keep one car moving, and the momentum would haul eight cars, making 9. If this is true, then for every 3 cars for the horses the engine would take 9. But it takes about 3½ pounds pressure in the cylinder to equal 1 on the horses' traces. Therefore the work again is about equal.

If the load for 40 horses is 20 cars, going 2½ miles per hour, and the locomotive can haul 20 cars, at the rate of 20 miles per hour. Then there would be eight times the work done by the locomotive, as by the horses. But the steam force could be no more than the horse force, the balance is momentum. Again as one pound of horse pull is equivalent to 3½ pounds steam pressure or steam pull; then if the locomotive takes 20 cars 20 miles per hour, 40 horses would take 70 cars 2½ miles. Now we have looked pretty well over the ground, as to what steam can do without momentum, under various conditions; and find its force very small, compared with what it has credit for. But let the boys not be discouraged, your engines will pull just as much as ever. However you may not feel so proud of them when you mount the footboards. When doing so you have been made to believe you were behind 500 or 600 prancing fiery steeds, when it turns out they cannot do more than 40 or 50 old plugs, and the laugh is not so much on you, as on those who made the rules to estimate the power.

I think the laws of mechanical philosophy are about as well established, and as near correct, as the laws of astronomy were in the days of Galileo.

Let us now recapitulate:

1st. I have demonstrated that in estimating horse power that it should be the constant pull of a horse; and not the foot pounds of work he can do in one minute; and that when the rate of travel is 220 feet per minute (the ordinary travel of a horse), the tension of pull is 150 pounds. But if the rate of travel is 440 feet per minute, the tension of pull is only 75 pounds, and so in proportion as the rate of travel is increased or diminished.

2d. That all rules for estimating the horse power of steam engines is wrong, for the calculations are for the work of one minute, instead of a constant pull. If the work is the drawing a train at 60 miles per hour, it is the work of hauling the train one mile that is estimated, instead of how much force it would take to start the train, or what force is required to keep it going. And the same rules should apply to steam, as to the horse, and the rate of travel for engines is the piston speed in feet, and not the distance passed along the rail.

3d. I think I have clearly demonstrated that the amount of steam claimed to be used, never is used. (a). It is not possible to make the amount. (b). If it was made there is no store-room for the 100th part of it. (c). If the water claimed to be used, was all made into steam 1,700 inches to one of water, or compressing it to 120 pounds pressure, being 212 inches to one of water, you would have a pressure of not less than 3,000 pounds in the boiler for one minute's supply, or your steam space must be enlarged 26 times. And to have 15 minutes supply on hand, your steam space would have to be nearly 400 times as large as it is.

4th. By the methods used in conducting steam from boiler to cylinder, and the escape provided, you cannot get the amount of steam claimed into the cylinder; and if there, it would require half the force claimed to get it out in the time required. In other words, you would have both ends of the cylinder full of steam at the same time, then it would be something like 60 horses pushing the piston forward, and 50 horses holding it back.

5th. You all well know if you run your train only $2\frac{1}{2}$ miles an hour, that it would require a great deal more steam to run 20 miles than it would to run 20 miles in one hour, for you would be eight times as long on the road, and you would have to use as much if not more steam per hour on the slow run than you would per hour on the fast run. Yet some are so silly as to tell you the faster you run the more steam it takes. It *possibly* may take more per hour but a great deal less per mile.

6th. That you obtain, when running 20 miles or more an hour, no force from the expansion of steam to drive the piston

from the middle of the cylinder to the end of the stroke.

7th. We have shown if steam can pass from boiler to cylinder at the rate of one mile per minute, that a very small opening into the boiler would soon let out a boiler full of steam.

8th. That the utmost force steam can have in starting a load, or the machinery which it is to drive, is measured by multiplying the area of piston by the number of pounds of steam pressure in the boiler. And if you get more than one-eighth of this in steam force when running at ordinary speed, let some one please demonstrate "with facts that cannot be controverted."

9th. According to book philosophy, we have shown that if horses pulled a train 20 miles per hour, the whole force required to keep it at that rate is only $\frac{1}{8}$ part of the starting force of the horses; and that the same laws are applicable to the steam; if so, then when in motion you have not more than $\frac{1}{8}$ part of boiler pressure. That is if boiler pressure is 120 pounds you might have two pounds in the cylinder.

In conclusion will say, I am aware that I have done violence to almost all laws of mechanical philosophy, and it is done because they won't harmonize with facts.

To illustrate; one writer says there is no machinery which will enable a man to do more work with it than he can without it, and gives this example: "A man can draw more coal out of a pit with a rope and tub, drawing it up hand over hand, than he can with any appliance of machinery." The writer seemed to forget that a rope and tub were machinery. Why did he not have him a winding stair, and carry it up in his hands? And many of the other so-called laws of philosophy are just as absurd.

L. A. Wilson.

ARGENTA, ARK.

Drawing.

Probably no accomplishment is of more use to a mechanic than the art of drawing, with which all ought to be familiar, but which until lately, has not received the attention it deserves, and thus a great many persons have started out in their life-work without this art. A familiarity with mechanical drawing must be a great educator, for in making drawings according to scale the mind must become used to working in a systematic manner, and when tracing the outlines of a machine its component parts will impress themselves on the memory and the uses of the various mechanical powers with their properties, will be conveyed to the brain by the sense of sight until their functions are perceived much clearer than it would be possible otherwise. While in the consideration and the study of old forms,

drawing will be found a great educator. It is when a person has a new idea which he is working out, or which he is trying to convey to the minds of others, that the facility to illustrate the idea by drawings becomes of the greatest importance. Much time, labor and money would no doubt have been saved if persons with new ideas had always been able to make drawings of their designs, because when plotted to a scale, defects not visible except on close measurements, then become apparent and show the futility of continuing on that line. Or, if the idea is to be communicated to others it cannot be done better than by a drawing of the machine or its different parts in various views. Entertaining such views in regard to drawing, it has ever been a matter of regret to the writer that he never enjoyed the opportunity to acquire this art, and it is therefore with a great degree of pleasure that he noticed that the *Locomotive Engineer*, edited by John A. Hill, has an article in the November number on this subject, and that it is to be followed by others, so that persons so disposed could acquire this useful art. Much good will no doubt result from this, as I find from consultation with other readers of the *Engineer* that many are going to take up the study, as they feel it will be a great help to self-improvement and of incalculable benefit to them in the future. In the matter of cost very good outfits can be had much cheaper than the estimate furnished in the *Engineer*, and which no doubt will do all that the novice or even the expert will require of them, and it will be to the advantage of our members if they desire to avail themselves of these drawing lessons to apply to the *Magazine* for directions on drawing outfits.

BARNESVILLE, MINN., Jan. 12, 1890.

MR. EDITOR: The boys had an argument relating to the way a spring broke, "going down or coming up." We concluded to submit the matter to the "Mechanical Department" of the *Magazine* for a correct answer.

Yours truly,

Boliver.

The Iron Car Company of New York have arranged for several car building establishments in different parts of the country, to build the iron tubular car. There are over three thousand of this type of car now in use, and the demand for it is steadily increasing. The first car of the kind put in service, ten years ago, is still running, and has cost next to nothing for repairs.

The Georgia Central are in the market for 800 freight cars and a number of locomotives.

Shop Items.

The Bristol Machine and Car Works are to be enlarged.

It is said that the car works at Rotterdam, N. Y., will start up with 200 men.

The Georgia Southern & Florida have begun work on their shops at Macon, Ga.

The Boston & Albany Railroad Company is building a wood-working shop at Providence, R. I.

The Houston & Texas Central Road is contemplating the erection of large machine shops in Denison, Texas.

The shops of the Memphis & Charleston Railroad, at Sheffield, Ala., will consist of a machine shop, 100x200 feet, and a blacksmith and boiler shop, 90x200 feet.

The plans for the new Louisville, St. Louis & Texas shops at Cloverport have been approved and accepted, and work will begin at once. The shops will be just twice the size and capacity as those burned at Henderson.

The nature of the business of the Minnesota Iron Car Co., which has filed articles of incorporation with a capital of \$2,000,000, at Duluth, Minn., propose "to smelt iron and other ore, to manufacture pig-iron and its kindred products, railroad cars of all descriptions, locomotives, marine and stationary engines and machinery, iron and steel rails and plates, railroad fastenings, bar iron and forgings of all kinds, and castings of iron, steel, brass and other metals, malleable iron, tubes of iron and steel, metals for structural purposes, and all materials necessary for or incident to the production of railroad equipment and construction, and for other purposes."

The marvelous Baldwin Locomotive Works are at present turning out twenty-eight complete locomotives weekly, or at a rate of four and two-thirds a day, or a complete locomotive every two hours and eight minutes of time. These are really astounding figures, and the mind fails to take in their full significance until one has gone through the works and noted the small army of men employed and the vast equipment of machinery. It has been remarked that there is comparatively little to be seen in these shops, which a tool maker would be apt to consider as indicating remarkable high efficiency, and in this connection the opinion of an eminent engineer, not, however, connected with the works, may be interesting. He seems to think that the high efficiency is due largely to their system, which enabled them to quickly detect any weak spot, and take measures to strengthen it. At the beginning of each week, each foreman receives a blank form filled out, which indicates what work must be done in his department that week, in order to complete certain engines according to contract. If, for any reason, he thinks that he will be unable to do the specified work within the week, he gives notice to that effect, in order that suitable arrangements may be at once made, either for increasing his output in some way, such as by putting on more hands, by ordering night work in that department, or by sending part of the work to other departments, where practicable. Towards the end of the week it is the business of each foreman to ascertain if he is likely to finish the required work, and if not, to give the reason. When any department is found to be often or habitually behind, it is strengthened in some way, usually by the addition of men or machinery, or both. This plan obviates a great deal of vexatious and expensive delay, and at the appointed time, when the erection of an engine should commence, all the parts which are to compose that engine are almost sure to be ready to go together. Any weak link in the chain is at once detected, and every man who is responsible for a part of the work knows that, if his department falls in the least behind, he will be expected to give a satisfactory reason for it within a few days, and before any very serious or irreparable delay takes place.—*American Machinist.*

Rolling Stock.

The Jackson & Sharp Co. is building several cars for the Chateaugay road.

The Lafayette car works are building 25 refrigerator cars for the Ohio & Mississippi road.

Two new passenger cars have been received by the Western of Alabama.

The Baltimore & Ohio has received at Chicago four new Pullman sleeping cars.

The Baltimore & Ohio is constructing at its shops at Mt. Clare, Md., six postal cars.

Thirty new freight cars were received by the Louisville, St. Louis & Texas road last week.

Since winter 20 box cars and several passenger cars have been finished at the Waterville shops of the Maine Central.

The Louisville, New Albany & Chicago road is building 100 refrigerator cars, the first the company has ever owned.

The Indianapolis Car & Manufacturing Co. has completed 100 of the fruit cars it is building for the Louisville & Nashville.

The Jackson and Sharp Company, in Wilmington, Del. has recently shipped passenger cars to the Richmond & Danville, the Allegheny Valley, and the Ulster & Delaware Railroad.

The Michigan Car Company, in Detroit, has recently taken the contract to furnish 100 coal and 200 box cars for the Rome, Watertown & Ogdensburg Railroad.

One of the oil companies which has just opened a well at Terre Haute, Ind., has contracted with the Terre Haute Car and Mfg Co., to build 20 oil tank cars for them.

The Kansas City, Wyandotte & Northwestern has placed an order for 3 new locomotives, 100 box freight cars, 3 cabooses, 2 chair cars and 2 combination passenger coaches.

The Louisville, New Orleans & Texas has recently received 4 new passenger coaches, and 6 others are nearly completed. An order will soon be placed for a large number of freight cars.

The first installment of the 750 additional ventilated fruit cars, ordered by the Central of Georgia recently, has been received from the United States Rolling Stock Co.'s Anniston works.

The Pullman Company is building for the Atlantic City road 45 first-class coach and five combination cars, the first instalment of which will reach Camden June 10. All will be delivered by June 28.

The Wason Car Mfg Co., of Springfield, Mass., has just finished five cars for the Brooklyn, Bath & West End road. The cars are of open style, for summer travel and excursion trains.

The Cleveland, Columbus Cincinnati & Indianapolis has received all the equipment which was contracted for last February, and now has in service 1,400 more freight cars and six more locomotives than on February 1.

The Ohio Falls Car Co. has secured contracts to keep its passenger department busy for the next ten weeks, and has also been awarded a contract to build 20 box cars and several cabooses for a Southern road, and is negotiating for a contract to build 500 cars another Southern line.

The South Baltimore Car Works are completing at the rate of eight a day the 700 cars recently ordered by the Richmond & Danville for the southern fast freight business. The works are also working on an order for 50 freight cars for the West Virginia Central road, and there is work enough on hand to keep the company busy till September. New machinery has been recently put in and a new foundry built.

Car Notes.

The Alabama Car and Foundry Co. has been organized at Anniston, Ala. Capital stock, \$200,000.

The citizens of Galveston, Texas, are confident of raising the \$50,000 required to secure the location of the Santa Fe Railroad shops.

The Southern Car Works are extensively improved by the addition of a foundry and other departments. Mr. H. M. Perry will have the management, beginning about May 1.

The thirty-five or more parlor cars running on the Long Island Road are being refitted by the Pullman Palace Car Company, and they will be in good shape for the summer travel.

The Plintsch system of lighting cars by compressed gas was shown at the Time Convention, held last week at the Hotel Brunswick, New York City. Mr. St. John was in charge of the exhibition.

The Loconia Car Co., of Loconia, N. H., is busy with orders for ten passengers for the Boston & Maine, ten cars for the Cheshire road, and one hundred freight cars for the Upper Coos Railroad.

Car No. 4, on the Tuckerton Railroad, has been running on that road for eighteen years. During that time it has never been under shelter, never been to the shops, and has never been treated to a coat of paint.

Ryan & McDonald, Waterloo, New York, report heavy sales of construction cars to railroad contractors in February, mostly to Southern states. They report business good through February. They manufacture all kinds of contractors' implements.

The Boyden car brake, having been successfully tried on freight cars, is now being experimented on passenger cars. The Baltimore & Ohio Road is now running a daily train fitted out with this brake between Baltimore and Frederick. The action of the brake is said to be very satisfactory.

Through the winter nine hours was a day's work in the Delaware, Lackawanna & Western Railroad Company's car shops at Scranton. This week the men were ordered to work ten hours a day, the business of car building and repairing having recently become quite brisk in that section.

The New York Central people recently invited representatives of all the different railroads to look at the latest achievement of the Wagner Palace Car Company. It was the vestibule sleeping car Lorraine, which all of the half hundred agents present acknowledged was a little more like a palace on wheels than anything they had seen before. The New York Central's plan is to build enough more cars of the same pattern to make a complete train each way for the Chicago vestibule limited. The novelty of the new car is in the division of the interior into compartments or staterooms, ten in number. The rooms may be connected to accommodate large parties. There are four staterooms for ladies and six for gentlemen. The first room on the gentlemen's side is finished in oak, with seats of tan plush, tapestry of blue and blue and gold, curtains of tan and gold. The second apartment is in sandal-wood, the third in mahogany, the fourth in Circassian walnut, and the fifth and sixth again in antique oak and mahogany. The plush covering on the seats and the brocade tapestry have been chosen in each instance to harmonize with the wood finish. The rooms on the ladies' side are similarly finished in oak, satinwood, Circassian walnut and mahogany. Each room contains an upper and lower berth and all the latest improvements. The 70-foot car has also a library and buffet. Among those who saw the car were: General Passenger Agent Farmer and Assistant General Passenger Agent Dehaven of the Erie; General Passenger Agent C. E. Lambert, of the West Shore; and G. B. Comors, general passenger agent of the Fall River Line.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

THE OUTLOOK FOR 1890.

There is no class of people who can look back over the things accomplished during the past year with as much satisfaction as the women of this country. A general and steadfast progress is taking place among all the civilized nations of the world but nowhere is this advancement so marked as among the women of America. The exigencies of the late war transformed them almost into a new race of beings. So large a body of men were called away from their business to defend their homes and liberties, that it became necessary for women to take up the occupations always before considered as belonging exclusively to the other sex. They learned to their own surprise and that of everybody else that they fitted into these places as if made for them. Thousands of men never returned and thousands came back sick, maimed and unable to work. They found that women had taken hold of the tasks they had left unfinished and developed a wonderful fitness and ability.

For a number of years after the close of the war, when there was everywhere general confusion and disorganization, this peculiar phase of affairs was accepted as a matter of course. Then there came upon the field a new generation of men, strong, ambitious, ready to engage in competition for position and power. They found that it was not with men alone they must enter the lists but that many places were already in possession of women and that in all avenues were members of this sex, inspired by the same purpose as themselves. In some instances they have rebelled against the present order of things and made the pathway very rough for the tender feet of women. But in many others they have recognized the grand principle of equal rights and have proved themselves generous, helpful and encouraging.

Having once enjoyed the fruits of their labor and tasted the sweets of independence, women will never again return to their former positions of dependence and inferiority. This fact may as well be admitted. The time will never come, even under the

most favorable conditions, when women will not work under very great drawbacks, but they will succeed in spite of these disadvantages. The position of the American woman to-day has advanced as much in the past twenty-five years as has that of the African slave. The situation of the former was much above that of the latter a quarter of a century ago and although both have progressed woman is still far ahead in education, ability and morality. In one thing only is the negro superior to American women, the government has seen fit to confer upon him the highest form of citizenship, while it is still denied to capable, intelligent, native-born women.

To review the steady and remarkable progress of the past three decades would require a volume, but in no one year has this been so marked as in the one just closed. Among the more important educational events is the opening of Columbia College, which has heretofore kept its doors closely barred against women; the establishment of a Law school for women in New York; the appointment of a colored woman to the presidency of Agassiz College; and the carrying off of the honors by girls in a number of the universities throughout the country. The beginning of the new year finds a much greater number of women than ever before engaged in money-making occupations, over three millions in the United States, and there is practically no position forbidden to them except those which are required by law to be filled with "electors." Politically they have made much more progress than is supposed by those who do not make a study of these questions. Wyoming has adopted a constitution which confers full suffrage upon women and, as soon as this territory is admitted as a state, women will vote for President. The four new states have come in without full suffrage but in both the Dakotas women have school suffrage and in South Dakota the enfranchisement of women will be voted upon in the spring. In Montana women tax payers vote upon all questions relating to taxation. In Kansas a larger number of women exercised the right of municipal suffrage than ever before. In Boston it is universally conceded that the women are the controlling force in the school elections. Women now exercise some form of suffrage in twenty-five States.

The present year, the beginning of a new decade, will witness a still greater advance. It is the spirit of the age, the recognition of the rights of others. The great question with woman now is not how to obtain the privileges she desires but how best to prepare herself for the exercise of these privileges which are sure to be hers. Nobly and effectively is she answering this question. The day is approaching when the

majority of students in our Colleges will be girls. This is already the case in the High Schools of the country. The Art Societies, Literary Clubs and Classes for the Study of Languages are almost wholly composed of women and they are encroaching upon Science, Law, Medicine and Political Economy. Manual Training Schools are a new feature but they are destined to multiply, while schools of Domestic Science are springing up throughout the land. This is no time for idle and aimless women. Thousands upon thousands are recognizing this fact and the number is yearly increasing. Our American women will prove in the future as they have never failed to do in the past, that they are equal to every demand and ready for every emergency.

Our correspondents seem inspired to renewed effort by the beginning of a new year and our letters are numerous and interesting this month. They are welcome and will appear as rapidly as possible. Do not write for the approbation of the men. Consider what will interest women and, depend upon it, it will also meet the approval of the other sex.

Our readers will notice by the December *Magazine* that Shandy Maguire has commenced making love to Mrs. Henry B. Jones. Hands off, ladies. This is a case which calls for no interference.

"A PLEA for the Bachelors," in the December number shall receive attention next month. Space forbids at present.

For Woman's Department:

A TRUE GHOST STORY.

BY BESSIE MORGAN.

"No, my dear, I don't believe in ghosts, as a general thing. I think when folks get to another world they're mostly willing to stay there and let this one go—but of course there are cases when they can't rest till they've settled something they've left out of order here.

"I never saw a ghost myself, but I was well acquainted once with a girl who did see one. Her name was Abby Wayne.

"She was a real nice girl, and as pretty as a pink. I don't know as I ever saw one that was handsomer than she when she was dressed for meeting—not that she didn't look well in her everyday clothes too, but she had such a style to her!

"She had a deal of attention from the young fellows in the town, but she didn't settle down to nobody in particular till Tom Gerry came home. He was educated at West Point. The Gerrys had relations pretty well up in the world, and held their heads high.

"Well, I don't know how 'tis, but there's something about a *uniform* that gives a look to a man that nothing else does, especially to girls. They are

always waiting for a chance to fall down and worship, anyway. They make their heroes out of pretty poor stuff sometimes, but as long as they don't find out the difference, I reckon they're happy.

"But in Tom Gerry's case there was no imagination needed, and all the girls went wild over him the first thing. You couldn't blame them, for he came as *near* to being all a woman could ask for as any man I ever saw, and I'm old enough now, if I wasn't then, to have my judgment count for something.

"But the rest of the girls didn't have a chance beside Abby! The first time he saw her 'twas all over with him—and Abby, she was just as much pleased on her side.

"It made the rest of the young men jealous enough, but they had to stand back. They wouldn't have been anywhere beside him without the uniform, and when you came to throw that in with all the rest, there was no more to be said.

"The young folks had a good time that summer. What, with picnics and sailing parties and so forth. Tom—he always went everywhere with Abby—I reckon, made the most of his pleasure while it lasted. He knew he was going out on the plains pretty soon to try some of the *disadvantages* of wearing a uniform.

"Well, my dear, when they were coming home together one evening in the moonlight, Tom stopped at the gate, and—Abby didn't tell me what he *said*, but she told me he looked, as he stood there waiting for his answer, as if he'd marched up to the enemy's guns, sure enough! And she never told me what she said to him—but *land!* she didn't need to! There was but one thing a girl *could* have said, and 'twas easy to guess all the rest.

"They were a handsome pair everybody thought, but his family weren't exactly pleased; they'd got a wife all picked out for him. Sarah Cooms her name was, and she had money. His mother invited her right on to make a visit, hoping to break up the other thing; but she'd begun a little late in the day.

"Well, of course, he had to be polite to Sarah, and see her 'round some; but Abby, she knew how 'twas, and she didn't mind much, till it came to the last of his stay.

"He'd got his orders to go on Monday, and Abby she did think, that last Sabbath night he might, go to meeting with her.

"She told him so, as he was walking home from church with her in the morning, and he said he wished he could, but Miss Cooms would insist on going; there was nobody else to take her; he'd get rid of her as soon as he could, and if Abby'd only walk slow, he'd manage to overtake her before she reached home.

"So 'twas all settled pleasant enough. But that afternoon Francis Smith must come in. She was one of the girls that had been interested in Tom, and she began to talk to Abby right off about the attention he was paying Sarah Cooms.

"I wouldn't stand it if I were you," said she; 'everybody's noticing it, and saying how he's neglecting you. These young lieutenants ain't to be trusted anyway—they're awful flirts,' said she. 'Think's likely he's got his debts, and he knows Sarah's got money.'

"Abby, she had a quick temper, and she flashed right out on Francis, and I guess she never spoke to her again as long as she lived. But that didn't help Tom any.

"She went to meeting with her sisters that evening, looking like a picture, if ever a girl did, and holding her head like a queen; but she never turned her eyes towards the Gerrys' pew. Tom came up with her, as he said he would, long before she was half-way home, and her sisters, they turned down a side street, and left them alone.

"'Twas a dark evening, and Tom, he got his arm around her, and his cheek down against her's, and began reproaching her for walking so fast, and saying how sorry he was for all the time he had to waste away from her, the last evening they'd have together for ever so long. He put in a lot of lover's talk, with all the rest, and Abby felt as if her heart was breaking—for the more she loved him the worse she felt, when she remembered what Francis had said. So she answered him cold as ice:

"'I am only sorry that you should have given me as much of your time as you have,' said she, 'but its being your last evening makes no difference. If you were to spend the rest of your life here I should not accept any more of your attention, and I do not require an escort any further this evening—thank you.'

"At first Tom thought she was not in earnest and didn't take much notice. But when he found she was, and that Sarah Coombs was the cause of the trouble, he held up his head as proud as could be. He didn't make any excuses or try to explain. If she hadn't any more trust in his honor and truth than that came to, he hadn't a word to say.

"I've always blamed him for it too, for he could have made her make it up with him if he had tried. When a woman's once spoken her mind she's always ready to take back every word she has said. But he bid her good bye without offering to shake hands, and marched away down the street without ever looking behind him.

"Half way up to the house Abby stopped and watched him as well as she could for the darkness. She was dying to run after him, but her pride wouldn't let her and he never looked around.

"Well, he went away next day. She didn't see him again. She couldn't write to him for she didn't know his address and she couldn't ask his mother for it, for her pride wouldn't let her ask any questions.

"Oh, dear me! Folks have to suffer when they let their pride get the upper hand of them, and Abby grew paler and thinner every day, and she tried to be so lively for fear folks would notice. It most broke my heart to see her.

"The young men thought she had broken off with Tom and they tried to come 'round her again, but she wouldn't have anything to do with them.

"So it went on till Tom had been gone almost a year. Abby was in church with her sisters one Sabbath evening waiting for service to begin. 'Twas a warm night and the windows were all standing open and she was listening to the whip-poor-wills and thinking how mournful they sounded; and I reckon she was thinking of Tom as well.

"The Waynes sat in one of the side pews—reserved seats they call them, you know—so she could look down the aisle without turning her head. She was was watching one and another coming in when all at once her heart gave a great jump and went to beating as if it meant to choke her; for there, behind them all, she saw Tom Gerry!

"She hadn't heard he was coming home, and she wondered if he had been wounded, he was so pale and his handsome uniform all stained and soiled. She had never seen him look like that before, but his eyes were shining steady and clear, and fixed on her.

"He had to come up the aisle very slowly, because of them ahead of him. They kept stopping and turning into their seats, but he never looked to the right nor to the left, or noticed anybody. Abby hung her head and blushed for shame and happiness, for his eyes were asking her to forgive him all the time, and she knew he'd come back to her.

"Then she looked up at him again. What matter if folks did see? She'd cared too much for what they'd think all these weary months. He'd come quite near, now, and a chill seemed to fall on her heart. She could see he was pressing his hand tight against his breast, and he looked so strange and sorrowful. But he came right up to the door of her pew as if he was going to sit with her. She half rose up and moved to make way for him, and then—he was gone!

"He was not in any of the pews, and he was not in the aisle. The folks who had come in ahead of him had taken their seats and were looking at her curiously. Then she heard the minister say, "Let us pray!" very solemnly and she dropped on her knees and fainted dead away.

"Well, folks said 'twas the heat had been too much for her. She told her sisters what it was, but they hadn't seen anything and they laughed at her for thinking so much of Tom Gerry.

"But it wasn't a laughing matter to Abby. She was sure something was wrong and true enough, the news came after a while—it took longer in those days for a letter to travel. The news came that Tom was dead. He'd been killed in a skirmish with the Indians, and the night Abby thought she saw him at the evening meeting he was lying out on a wild, rocky hillside with an arrow through his heart.

"No, my dear, Abby never married. She couldn't get over the thought of Tom's coming all that way when he was dying to ask her forgiveness, when she wouldn't go as far as the gate that summer night to make up with him.

"Strange, wasn't it? But things do happen sometimes that we can't account for, and it's no use to say anything is impossible, for I know this story was true."

CLINTON, IOWA, December 8, 1880.

I wonder if it will surprise your readers to hear from this quarter of the globe?

I miss a number of old writers from the Woman's Department. Is it because the men are crowding them out? They have a great way of spreading themselves and walking over all before them. Occasionally we find a modest man, that will step aside and give us women all the room we want. I, for

one, like plenty of room, not because I am such monstrous size, but because I don't want to be crowded.

In the last *Magazine* one man deplores being a bachelor; others envy him. We find the bachelor dissatisfied, the husband dissatisfied and wives clamoring for a divorce; not so much because they want to be single, but because they could not have a new dress or bonnet just when they wanted it, or because, as some say, "why, I had to go right into the kitchen." Some girls marry with the thought they will have nothing to do; others don't think at all and when they find a part of the management falls to their lot they open their eyes in wonderment, then they, too, become dissatisfied.

I am a married woman, do all my own work, besides taking music lessons and never do house work in the afternoon. We go out a great deal, receive callers and entertain visitors.

We are not rich, on the contrary are quite pinched some times, yet we do not go shabby. We take good care of what we have, and with economy get along nicely.

We never quarrel, and have been married seven years. We manage together, consult one another and everything goes as smooth as a marriage bell.

I find fault with both men and women for not living happily together; they don't half try. The fault is not entirely a woman's, neither is it entirely a man's. They must pull together. If one gets out of patience at some trivial thing, it won't mend the matter for the other to get angry. One at a time; you never heard of a man or woman quarreling alone.

I do not think there would be so much cause to envy a bachelor (or an old maid, by the way) if married folks would each do their part to make home pleasant. There certainly would be fewer henpecked husbands and disheartened wives.

From a Fireman's Wife.

K. B.

[Let us hear from you again. The men shall not crowd you out.—ED.]

BLOOMINGTON, ILL., December 1, 1889.

To Woman's Department:

I am very much interested in this Department of the *Magazine*, and it has long been my intention to write something for it.

I seldom notice any praise bestowed on the members of Blooming Lodge, No. 40. Now I think that such a prosperous lodge as this should be often represented by the wives and sisters of the Brotherhood.

The Fourteenth Annual Ball that was given on Thanksgiving eve, was a grand success, owing to the geniality and amiability of the young firemen. The ball was beautifully decorated with American flags and emblems of the Brotherhood. The programmes were the finest of the season. The time was spent in such delightful amusements that "Old Father Time" was never thought of, and the merry ringing laugh of the firemen re-echoed through the spacious hall as their feet lightly stepped to the strains of sweet music. The friendly face of Mr. Quackenbush was noticed among the many spectators.

May the Brotherhood prosper to the extent of my wishes. I remain

A Fireman's Sister.

LAKELAND, MEADE CO., KAN., December 4, 1889.

To Woman's Department:

Thinking perhaps that some news from the far west would interest you all, I will write a few lines. This has been a very favorable year for this part of the country. Our crops are all good; millet, sorghum, milomaize, Kaffir corn, Indian corn, Egyptian millet, etc., all good. Oats were short on account of dry weather in the spring. Early garden did not do well for the same reason, but late garden did well. Alfalfa is a sure crop, and there is being a large quantity put out. One man near the town of Meade has 250 acres and intends to have 600 as soon as he can get his ground in condition and get it put in. It is very expensive to get started the seed being so high. Some of the farmers harvested five or six crops off their alfalfa—one ton to the acre. It makes the best of feed for all kinds of stock and when once started it is no further trouble.

We have a sugar mill in Meade which made excellent sugar last fall. The mill was late in getting started, so there was a great deal of cane went to waste.

They have a large well at the sugar mill 6x8 feet. They worked at it night and day to get it ready for work by the time the cane was ready. The men were down in the well digging when they heard a rumbling noise and signaled to be hauled up, and scarcely got out of the way when the water burst in the well and filled up eight feet in five minutes. It stands full of water and is over a hundred feet deep. There is an Artesian well not far from there, and about four miles north of Meade there are a large number. They throw the water up to quite a height and one of them fills a coal oil barrel in forty seconds. These are only small bores being two and one-half inches. They are not very deep being from seventy-five to one hundred and fifty feet.

The soil of Meade County is a rich sandy loam. All kinds of melons do well here and grow to enormous size without any extra effort. One of our neighbors brought in one which weighed sixty-five pounds, and there were lots that were a great deal larger. And such sweet potatoes! so large and sweet. There were some peaches raised in this neighborhood this year and the trees were only three years old. As this neighborhood has only been settled for five years trees have not got much of a start as yet. The sod has to be broken and the ground got in good condition before trees will do well. The tree claims are beginning to make a show here and there over the country, and as the trees get larger they will improve the looks of the county, which is one vast stretch of prairie now.

There is to be a sugar mill erected in the southeast corner of the county. The bonds have been voted and work will begin in a few days. The land is most all proved up and a good farm can be got ready to go to work on in the spring. Good claims with sixty or eighty acres of breaking which has been under cultivation for three years can be bought cheap. There is a new frame school house to be built the contract for which is let and work will be commenced on that in a few days.

Messrs. Heber & Emmerson, of Meade, can give any one all the information they require. Mr.

Heber is a representative of this county and has always worked very energetically for the interests of the county.

The Rock Island Railroad runs through the town of Meade. Meade is the county seat of Meade county and is a nice town. They have a twelve thousand dollar brick school house, and an eight thousand dollar city hall. Plenty of good water is obtained at forty feet. We have had abundant rains all summer and fall. The rainfall is said to have been twenty inches. There is a good deal of fall wheat sowed which is in fine condition. The green fields look nice. We have had about a foot of snow already this fall and the ground is in splendid condition for plowing at the present time. The weather is quite warm. There is hardly ever a month in the year when we can not plow. We have our cold blustery days once in a while and the ground will freeze for a few inches, but in a few days it is warm again and farmers can go on with their work. Stock do well on the buffalo grass all winter. A farmer needs to have a stack of feed for a time of storm. Last winter we only had to feed cattle for three days. There came a snow and sleet and covered up the grass for that time. At the end of that time it turned warm and cattle could go on the pasture again. We welcome the *Firemen's Magazine* in our western home and it has our best wishes for its success in the future, and may it help the boys to be true and temperate, manly and good, ever working up to the standard of the motto of their Brotherhood.

Very respectfully yours,

B. L. Worth.

[It would be hard to get more information in the same number of lines than is found in this letter. Is our correspondent a man or a woman? We hope he or she will come again.—Ed.]

PHILADELPHIA, PA., December 20, 1889.

To the Woman's Department:

On the evening of December 19th, 1889, in the city of Philadelphia, Pa., the ladies of the Supreme International Council to the twin Brotherhoods of the B. of L. E. and the B. of L. F., gave a complimentary supper and social, in which were represented the brothers of six different divisions of the two noble orders. A happier picture could not be drawn by artist, than that of the two who daily brave the danger of life together, as, side by side, they sat with their families at the feast. The Council is composed of the wives of the twin Brothers, its aim being to promote the welfare of its members and their families, and to give all moral and material aid in its power to its members and those depending upon them. We do not tax our members to support the Supreme Council or its officers, but when required a union meeting can be called. We pay a sick benefit and a funeral benefit. The charters of the subordinate councils are not attached to the divisions of either of the orders of the Brotherhoods, as we wish to avoid all dissatisfaction, but are legally issued at the headquarters of the organization, in the city of Philadelphia, Pa., where all information will be freely given by addressing

SUPREME INTERNATIONAL COUNCIL,
613 N. 3rd st., Philadelphia, Pa.

For Woman's Department.

JEAN OF INGLESIDE.

We wandered by the mill-stream,
We gathered lilies fair.
I wove them in a coronal,
And decked her soft, brown hair;
I begged of her to name the day
When she would be my bride;
Her answer drove all doubt away—
Sweet Jean of Ingleside.

CHORUS:—

Bonny Jean, Bonny Jean,
My heart's true queen,
Sad the day when you left me,
Sad the years they have been,
Since we parted forever—
Since death us did sever,
Yet I ne'er shall forget thee,
My dear, bonny Jean.

I clasped her form in love's embrace,
I said I would faithful be,
I made a vow that I'd be true.
If she would be true to me;
Her trusting eyes looked up, she smiled:
"How can you doubt," she cried,
"My heart, my love are thine alone—"
Dear Jean of Ingleside.

Long years have passed, no more we roam
Beside the old mill-stream,
No more I gather flowers rare,
To crown my bonny Jean;
For ere a twelve-month rolled around
Death claimed her as his bride,
While I, in grief, am left to mourn
For Jean of Ingleside.

—Mrs. Nettie Bloom.

WEST OAKLAND, CAL., Dec. 15, 1889.

HANOVER, N. H., December 19, 1889.

To Woman's Department:

The manuscript of the *Narrow Gauge* which has provoked so much discussion was prepared for publication and sent to the Woman's Department and it was published in another part of the Magazine.

You read it outside of the Woman's Department and jumped to the conclusion that it was a second publication, when it was in reality the first and only one. Of course I am not sure that this is the right solution. It is the only one that occurs to me as probable.

If it is right, Editor Debs is the responsible party and should have a violent and spasmodic tension applied to the capillary adornment of his intellectual repository, which is Boston, for, "he ought to have his hair pulled." It is not strange nor inexcusable in one performing the responsible and arduous duties of your profession to sometimes make a ———— oh, yes, a "mystery" but at the same time it is not just that an innocent person should suffer in consequence of it.

My reason for using a nom de plume in this instance was that having said good-bye to the Magazine, as I thought for good, only a short time before, I did not wish to say that I had so soon exercised the woman's privilege to change my mind.

Hoping that my solution or some other will soon dispel your mystery and with congratulations on the improvement of the Woman's Department, I remain

Most sincerely,

Alice O. Darling.

[This surely ends the discussion. I must have prepared the manuscript a long time before it was published and hence the confusion in my mind.—Ed.]

THE LITTLE KING.

A little face to look at,
A little face to kiss,
Is there anything, I wonder,
That's half so sweet as this?

A little cheek so dimpled,
When smiles begin to grow,
A little mouth betraying
Which way the kisses go.

A slender little ringlet,
A rosy little ear,
A little chin to quiver
When falls the little tear.

A little hand so fragile,
All through the night to hold,
Two little feet so tender,
To tuck in from the cold.

Two eyes to watch the sunbeam
That with the shadow plays—
A darling little baby
To kiss and love always.

—*Leeds Mercury.*

GRAND RAPIDS, MICH., January 2, 1890.

For the Woman's Department:

The four hundred people who attended the ball given by Grand River Lodge, December 31st, have reason to be congratulated. Those who stayed away deserve the sympathy of all their friends, for they missed participating in one of the finest parties ever given by any organization in this city.

Hartman's Hall has many times been filled with the cream of society, but it never contained within its walls any fairer women or braver men than those who, on this occasion, danced the Old Year out and the New Year in.

The hall was finely decorated with bunting, and flags of all nations. In the rear of the stage were draped three large American flags, which were kindly loaned by the Common Council. The Lodge is indebted, also, to the Tower Clothing House, for like favors. In front of the stage was a large banner, bearing the inscription: "Welcome—B. of L. F.—1890-1890." The gallery was ornamented with festoons of red, white and blue bunting, and everywhere were flags of all colors.

At 8:30 the orchestra began playing a spirited strain, and soon fifty couples had formed on the floor, and were led by Mr. and Mrs. M. W. Smith, through the intricacies of the Grand March. Scarcely had it ceased when the sweet strains of a waltz broke on the ear, and soon the floor was filled with gay dancers, keeping time to the rhythmic, swaying melody, the whole forming a scene of rare beauty. Although there was no attempt at any unusual display of dress, yet there was something better; viz: bright eyes, fair faces, young hearts, and the jolly good fellowship—coupled with a desire to please—which is proverbial of railroad men.

There were quite a number of visiting firemen present, and among them I noticed the following: Mr. Will Harland and Mr. T. Hyland and lady, of Jackson; Messrs. J. Maroney, W. Potter and J. McComb, of Muskegon; Messrs. W. Deland, P. Hensen, and Mr. Frank Wellman and lady, of Fort Wayne.

The committee on arrangements deserve unstinted praise for the manner in which the ball was conducted, making it not only a social, but a financial

success, as the lodge will clear about \$250. Brother George Downey, the chairman, was a host in himself, and he was ably seconded by the other members. The floor managers were noticeable for their distinguished appearance and affable manners. The music was perfect. The supper, which was served at Brittan's restaurant, was very toothsome. And when the twenty-two numbers comprising the programme had been danced, none of the company seemed to realize that it was New Year's morning, so delightfully had they "chased the glowing hours with flying feet;" and no doubt each one, as they sought their couch, in the "wee sma' hours," felt like "blessing the man who invented sleep." I am sure that before weary eyelids closed in slumber, the owners mentally ejaculated that the second annual ball of Grand River Lodge, No. 265, was an unqualified success, and they would not have missed it for the world.

—*Mrs. A. E. Collins.*

CEDAR RAPIDS, IOWA, December 6, 1889.

To Woman's Department:

The December *Magazine* is at hand and again I have eagerly read the Woman's Department with the same feeling of disappointment at not seeing just what is uppermost in my thoughts, but I had wished some one more accustomed to writing to start the ball to going.

But now the New Year will soon be ushered in I think it an excellent time to begin a good work. There are many Ladies' Societies of the B. of L. F. organized, now why not have each one send you the list of officers to be published in your Department of the *Magazine* and thus we could correspond with each and get their idea of forming a Grand Lodge to work from instead of struggling on separately as now. If you think favorably of what I suggest I hope you will say a word in favor of it as soon as space will permit in the *Magazine*.

A Fireman's Wife and Well Wisher,

M. P. C.

[The Woman's Department heartily endorses this request and will be glad to publish the list of Lodges and of officers if sent in.—Ed.]

ESCANABA, MICH., November 20, 1889.

To Woman's Department:

I have been reading the *Magazine* for the last hour, as I have done many a time before, but it has just occurred to me to try and say something in behalf of Mineral King Lodge, No. 129. They are as jolly and as brave a set as you will find among the firemen anywhere, but these are only the words of all of us. The Lodge that holds our loved ones is the best, but I think God will shower his choicest blessings on the man who organized the first Lodge of railroad firemen. No. 129 has a big membership and is still increasing. My husband is a member and it all the boys were as anxious for the Lodge as he is they would always have a good attendance. I would like to mention some of the boys, but will wait till I see whether this is for the *Magazine* or the waste basket. So with a hearty God bless all firemen, I remain a

Fireman's Wife, Mrs. H. Blake.

To the Woman's Department :

SEALED ORDERS.

Out she swung from her moorings,
And over the harbor bar.
As the moon was slowly rising,
She faded from sight afar—
And we traced her gleaming canvas
By the twinkling Evening Star.

None knew the port she sailed for.
Nor whether her course would be ;
Her future course was shrouded
In silence and mystery—
She was sailing beneath "sealed orders,"
To be opened out at sea.

Some souls, cut off from mooring,
Go drifting into the night,
Darkness before and around them,
With scarce a glimmer of light—
They are acting beneath "sealed orders,"
And sailing by faith, not sight.

Keeping the line of duty,
Through evil and good report,
They shall ride the storm out safely.
Be the voyage long or short,
For the ship that carries God's orders
Shall anchor at last in port.

—Mrs. Mattie Eubank.

MILAN, TENN., December 11, 1889.

BOWLING GREEN, KY., November 19, 1889.

To Woman's Department :

As I am a great reader of the B. of L. F. journal and having heard nothing from Lodge No. 100, I would ask for a small space in your columns to let you hear from our boys. They are in a prosperous condition and all good-hearted, true and noble men. Although I am personally acquainted with but few of the boys, I think them the noblest men on earth. They are ever ready with willing hands and cheerful hearts to perform their duty. If their clothes, hands and face be sometimes black while on duty, the same noble heart beats beneath them, and I am particularly interested in one certain young gent who belongs to Lodge No. 100, who, I think, has the noblest heart man ever had, and if I am never a fireman's wife, it will be simply because I am not asked.

Also, I am in love with Mr. Shandy's poems. I think they are grand and if he was single and young, and I did not like some one else better, he would have to look out.

Now, Mrs. Editor, this is my first attempt. Please do not let this find its way to the waste basket, as that would so discourage me I would never try again. With my best wishes to the B. of L. F., I am,

Respectfully,

Brown Eyes.

[This letter has been a long time reaching us. We trust Brown Eyes got her fireman for a Christmas gift.—Ed.]

MISSOULA, MONT., December 13, 1889.

To the Woman's Department :

I sometimes see in the *Magazine* where brothers want the Woman's Department abolished. Now, I can't see what those brothers can be thinking of. I think we get excellent advice from the lady correspondents. Who has ever read Cousin Nell's letters but that thanked her for the good advice she gave us? The poems by Mrs. Nellie Bloom are excellent. One can read them every day, and not get

tired of them. I often wonder how much hard study it must take to compose such poems. Also the poems of Alice O. Darling. They are the very best and most entertaining of reading. They are always bright and cheerful. And of other writers too numerous to mention, all of the letters are worth reading several times.

I suppose the ones that want the Woman's Department cut down or abolished are the ones that are at home and surrounded by a mother and sisters, who, when they come in from their run, can sit down and have a pleasant evening at home, talking to that dearest of dear friends, a mother. But to us who are thousands of miles from home, and perchance have no mothers or sisters to talk or write to, it is we who enjoy reading the Woman's Department. I say, give the Woman's Department more room, even if it is necessary to enlarge the *Magazine*. I feel sure there are lots of good letters left out for want of space. I think every B. of L. F. man ought to feel proud to have such an esteemed lady as Mrs. Harper at the head of the Woman's Department, and should thank her for the interest she takes in our cause. She has always words of advice and kindness for us, which I, for one, highly appreciate.

I hope the day is not far distant when the women shall have the same privileges as the men. You will oftentimes hear men say that women don't know how to vote, and don't know how to manage the government. But if you should tell these men that their mothers did not know as much as some men that come to the polls to vote and hold office, they would promptly knock you down. But she knows enough to suffer when the husband spends all his wages at the saloon or gambling table. The sooner the women get to vote the sooner these curses will be wiped from the face of God's green earth.

I say God bless every true lady, and long life and prosperity to the Woman's Department of the *Magazine*. Truly yours,

—A Fireman.

[Thanks for kind words. It is just a little habit some men have of wanting the earth, that makes them desire to keep the whole *Magazine* for themselves. The Woman's Department will continue to hold forth at the old stand.—Ed.]

For Woman's Department :

ONLY A LITTLE BROOK.

Dear mother, I tremble to think I must die;
It is lonely and sad in the dark grave to lie.
Could you but go with me, I know that your hand
Would guide me through the gloom of Death's shadowy land.

This deep, endless river I shrink as I feel
Its darkness and mystery over me steal;
I fear its wild waves will my soul overwhelm
Ere I reach the far shore of the Heavenly Realm.

But, what is this music that falls on my ear,
Enchanting my senses, dispelling my fear?
Oh! the angels are with me—I am not alone;
They're bearing me safe to my dear Father's home.

The playmates I loved who have gone on before,
Are waiting for me on yon beautiful shore;
Jesus beckons me to Him, I follow His call—
It's only a little brook, after all.

—Mrs. G. Hull

WASHINGTON, DAVISS CO., IND.

To Woman's Department:

While attending the sixth annual convention of the B. of R. R. B., at St. Paul, Minn., lately, I was deeply touched by the kindness of a great many members of the B. of L. F., B. of L. E., B. R. C., O. R. C., and S. M. A., and their noble wives. Although at St. Paul as the guest of Lodge 22, B. of R. R. B. (to whose order I am under great and many obligations), yet the members of the above orders, indiscriminately, showed me every kindness and attention. I was very much pleased, indeed, at meeting that well-known, popular and handsome gentleman, Mr. F. P. Sargent, Grand Master of the B. of L. F. Surely, that order is blest with noble officers. If Bro. Sargent can not drive away the blues, then there is no dispelling them. Last May this gentleman piloted a delegation of K. of P.'s from Terre Haute to our city. It was my good fortune to be on the same train, and for three hours his good humor and ready wit kept not only his own order, but every other passenger, convulsed with laughter. He has promised us a visit, and we sincerely hope that promise will be kept. Another of my visitors at St. Paul deserves especial mention. This is Bellaire, of Winona, better known as the One-Fingered Fireman, having lost every member of both hands except the first finger of the right hand. He was a frequent caller, and a very cheerful visitor, notwithstanding his terrible mishap. Although misunderstandings have arisen between different orders, yet it is but fair to state that each, collectively and individually, has always treated me with the greatest respect and kindness. An engineer from Dakota, having occasion to pass through St. Paul, on hearing I was there stopped off purposely to visit me. To each of these generous, kind-hearted visitors, I return my sincere thanks, and hope always to be deserving of their kindness and friendship.

Yours respectfully,

—Mrs. Henry B. Jones.

[Mrs. Jones' poem to Shandy Maguire will appear next month.—Ed.]

INDUSTRIES.

Miss Annette Whitney conducts a successful insurance business in Osage, Ia.

Dr. O. S. Covert is a dentist in Denver, Colo., who finds profit in her profession and does it credit.

The extremes of the Continent, Brooklyn and San Francisco, each boast of a pretty young girl, who is doing creditable blacksmith work.

Prof. Seelye, in his book, "The Nineteenth Century," in the concluding chapter on monopolies, says: "The greatest monopoly that has ever existed is the monopoly of sex, and it will be overthrown in the nineteenth century."

Miss Jennie Slack, aged sixteen years, residing in the blue-grass region of Iowa, near Villisca, has this season planted and cultivated thirty-five acres of corn, besides milking six cows night and morning and helping in other work about the farm and household.

Miss Carrie Meyer, a fifteen-year-old girl, is now frescoing the walls of the Southern Hotel in St. Louis, Mo. She has designed and executed the frescoing for a large number of the finest rooms in the hotel, and is regarded by her employers as an able and accomplished fresco painter.

Mrs. Emma Yewdall accumulated some money as a milliner, inherited a little more, and having a liking for horses and active life, she invested in a lively stable in New York City, and is doing well.

Mrs. S. K. Hart has been added to the staff of the *Woman's Chronicle*. This enterprising weekly, published at Little Rock, Ark., by a woman's company, who also carry a job printing office, is a very bright paper, pure and wholesome in its tone, and with much real wit in its columns.

Madame Erard, who for the last thirty-four years—since the death of her husband, in 1855—has been the head of the great pianoforte firm of Erard, died lately, at her residence, opposite the Bois de Boulogne, at an advanced age. She was ever jealous for the reputation of the establishment bearing her name, and her encouragement of musical art was most generous.

A middle-aged, gray-haired woman, Mrs. Gill by name, is a prosperous shoemaker in New York, the only woman in that trade in that city, so far as is known. Her father was a shoemaker in England, and, following a natural inclination, she learned the trade, and before she was fourteen years of age she made a good pair of shoes. When old enough, she went to work in a shoe factory, and worked in several factories after coming to this country. But she longed for the independence of a little shop of her own, in place of the slaving of a factory, and for ten years she has worked and thrived at her bench, doing much custom work at first, but chiefly repairing or "cobbling" of late, as that pays the best. Mrs. Gill has the reputation of being a competent worker, a kindly, industrious woman, and a good neighbor.

EDUCATION.

Madame Dronsart has received a prize of 1,000 francs from the French Academy for her essay on George Eliot and other famous women.

Miss E. O. Abbott, of the Vassar College class of '73, has been appointed head of Barnard College, the new Columbia Annex.

There are twenty-eight lady poor-law guardians in London, and seventy-six in Great Britain. A number of them have been re-elected seven, eight and nine times.

An examination of subscription lists, made by Edward W. Bok, shows that seven-eighths of the subscribers to the magazine literature of to-day are women.

Mrs. Elizabeth W. Champney, whose "Vassar Girls" has reached its eightieth thousand, is going abroad again in the spring—this time to Ireland—to catch the "local color" for a new story.

Mrs. Bentley, the wife of one of the best-known African missionaries, is teaching telegraphy to some black boys on the Congo. The last time she was in Europe, she learned telegraphy for the purpose of training native operators. She hopes to have them ready for service by the time the Congo railroad is laid.

Miss Susan B. Anthony is taking active steps to raise money toward the expenses of the National-American Annual Convention to be held in Washington, next February, and has issued an appeal for funds. Contributions may be sent to her at the Riggs House, Washington, D. C.

A Woman's Directory is soon to be published in Chicago, giving the names and addresses of 30,000 Chicago women who belong to various religious, benevolent and political organizations. The book was compiled for the purpose of estimating the number of women in Chicago who were interested in work not purely personal, and to encourage them to a greater unity of effort.

At the University of Zurich, last year, twenty-nine women studied medicine, fourteen philosophy, and two political economy. In London there were forty-eight women medical students. In Paris there were one hundred and eight, of whom eighty-three were Russians, eleven English, seven French, three Americans, two Austrians, one Roumanian, one Turkish.

DOMESTIC.

A skillful cook is the most popular of interior decorators.

If ribbons need renewing wash them in cool suds made of soap, and iron when damp. Cover with a clean cloth and iron over it.

It is a good idea for a tall woman to have her kitchen table and ironing-board a little higher than ordinary. It will save many a backache.

To remove the shiny look from black clothes, wash well, then dip black cloth in hot tea and coffee, equal parts of each, and sponge clothes.

The best way to clear out and straighten the fringe of towels, doilies, etc., before ironing, is to comb it while damp, with an inch length of coarsest toilet comb.

Entire wheat flour is said to require less shortening than ordinary flour. It is a wholesome food, makes good hasty pudding, gems, bread, cakes, and even pie crust.

Use honeycomb or crochet bedspreads for all common use. They can now be obtained, of fair quality as low as 75 cents, and an excellent one for \$1.25. They are not heavy to wash, and look better when not ironed but pulled out straight to dry.

Mrs. Joseph K. Henry, of the *Southern Journal*, says:

"If an adjustment of financial affairs could take place between many husbands and wives; the farmers' wives that have loaned their milk and butter money to their husbands, which has never been returned, it would amount to enough to enable the women to embark in the banking business with a capital which it would take seven figures to represent."

"The need of a convenient dress for work is strongly felt by business women. One of the largest working girls' societies of New York has adopted the blouse waist and straight, gathered skirt as club dress for the members."

"Many a woman has spent a lifetime of toil and energy in upbuilding a man and his fortunes, to have nothing in the end but a dwarfed nature, broken constitution and pauperism. The class whose services are priceless, that of wives and mothers, suffers more of actual want and humiliating dependence than any other respectable class in the world."

"Poverty is a hard, cruel condition of life. A woman has the possibility of children to consider also, and is in duty bound to select a man both pure and courageous to fight the battle of life for her. There will be enough uncertainty at the best, as society is now organized."

"I wish I could see every woman in the United States join the rebellion, and oblige the men to provide steam power. It is simply barbarous that women, particularly mothers, should be compelled to do such heavy and unhealthful work. When I was a child, I have seen mother carry thirty pails of water across two lots and up four icy steps, to do a washing for six, in a handleless tub; use a leaky boiler that was past mending, but could not at once be replaced; hang the clothes on a knotty rope-line in freezing weather, and then clear the kitchen and get supper to the music of baby's crying, whose milk, poor fellow, had been spoiled for him by mother's hard work and exposure."

Miss Maria Louise Baldwin, a young colored lady, has been appointed principal of the Agassiz School, at Cambridge, Mass. She graduated with honors from the Cambridge High School, and later from the training school. She then took a position in Chestertown, Md., but in October, 1882, returned to Cambridge, at the request of the School Board, and was put in charge of the ninth primary grade of the Agassiz School. Here she performed such admirable service that she was successively promoted to the eighth and seventh grades.

SUFFRAGE.

Never again in Wyoming will any active and organized head be made against woman suffrage.—*Cheyenne Tribune*.

If the suffrage is long in coming, we have this consolation: that every day makes the desire for it more general, the absence of it more absurd, and its power for good when it does come more certain.—*Westminster Gazette*.

It is a satisfaction to be told by these same authorities of what is really a self-evident fact that it is neither the women workers or reformers, neither the ones that demand the largest opportunity for women, nor the ones that hurry to avail themselves of rights conferred, who are anxious to ape masculine vices. It is the frivolous society woman who finds life vapid and tiresome, and who seeks the zest of a new diversion.—*Woman's Journal*.

The Haverhill (Mass.) *Gazette*, in commenting upon the recent meeting in that place, says: "We fail to see wherein the granting of the rights of suffrage to women could by any possibility have a harmful result. Many of the men who oppose the granting of this right are intellectually, and in every other way, the inferiors of the women against whose rights they discriminate. By all means, give the women a chance. Who can possibly be harmed by it?"

"My opinion is that the mother of a statesman is better calculated to vote than a man who can't read or write. We may be a little peculiar, but we think when a woman has marched a band of boys all the way up to manhood and given them a start towards making good citizens, with this wicked world to buck against, she can vote all day, as far as we are concerned, in preference to the men who don't know whether Michigan is in Missouri or Arizona."—*Laramie Boomerang*.

I consider my wife, my sister and my daughters the peers of any man, and it has pained me to hear Judge Tuley say that women had to be legislated into their rights which God Almighty had given them. It pains me to hear arguments made as though it were necessary to convince me that woman was the superior of man. And I say, when it becomes necessary for woman to be legislated into her own rights it ought to cause every man in this broad land to blush for shame.—*Cregier, Mayor of Chicago*.

The most complete triumph in the history of the woman suffrage movement so far is the adoption of the constitution of Wyoming, making no distinction of sex in qualifications of electors, by a vote of about eight to one. For the first time in the history of the world have women had the opportunity to vote for their own freedom, and grandly have they silenced those who claim that women would themselves decide against woman suffrage. The victory is largely due to the women, and they have demonstrated their ability and determination to defend their political rights.

TEMPERANCE.

All over the Christian world the greatest number who suffer from the curse of strong drink are those who 'let it alone,' yet who must pay the penalty of the sins of others, and all.

Upon motion of Mrs. Mary A. Woodbridge, the following telegram was sent in behalf of the National W. C. T. U., to the Knights of Labor in session at Atlanta, Ga.: "Brothers and sisters, stand for total abstinence; for a strike against the liquor dealers; a boycott of the saloons; a national day of rest and the ballot for women, and may God be with you."

The following from the Milwaukee *Sentinel* shows what kind of education the saloon system fosters:

"At last six new school buildings are immediately necessary, but because there are so many saloons the taxpayers must support police and courts and jails and charitable institutions with their money. There are hundreds of children of school age in the city who are denied school privileges because we cannot afford to put up more school buildings."

The Woman's Prohibition League of Brooklyn has made a commotion. The ladies found out that in many cases in the Brooklyn public schools the authorities were neglecting to have the compulsory scientific temperance lessons taught, and that the beer dinners of many children at home render them unfit for the afternoon school work. The ladies called the mayor's attention to the matter, for which they are being loudly denounced by the whisky papers.

The Chicago Anchorage for women, located in the worst part of the city, was founded three years ago by the National W. C. T. U. It has a remarkably successful corps of workers. Dr. Kate Bushnell spent the first months of her widening career in helping to set the Anchorage on its feet. To-day this Christian mission is the most popular and, had it the space, would be the most populous refuge for degraded women the West. Its light in the window is always shining for despairing, sinning sisters.

After the late fire in Seattle prohibition reigned for several days. Most of the dives and saloons were burned and the mayor prohibited the rest from reopening. Thousands of lemonade stands sprang up and many men began to appreciate temperance drinks. A new beverage, strawberry lemonade, had a great sale and was pronounced by many, even drinkers, to be better than beer. Temporary prohibition worked so well that a petition was presented, signed by more than a thousand leading citizens, asking that all saloons in the city be kept closed for three months in the interests of rapid rebuilding.

MISCELLANEOUS.

Senator Sumner once wrote of Clara Barton: "She has the talent of a statesman, the command of a general, and the heart and hand of a woman."

"O mamma," said little Lord Fauntleroy, fresh from the city, pointing to some sunflowers, "just see those penwipers growing over there!"

The clinging ivy is a pretty thing to look at, until we learn that it is very apt to crush the life out of the tree upon which it acts as parasite.—*Mrs. Ellen B. Dutrick.*

"What do they always put 'D. C.' after Washington for?" asked Mrs. Quillp. "Why, my dear, don't you know that Washington was the daddy of this country?"

"Never scold your wife for crying," says Dr. Agnew. "So long as a woman can weep she will never do anything desperate, and she will have much more patience than a dry-eyed woman."

Bobby (at the table)—Ma, chuck me a piece of bread. Mother (shocked)—Bobby, is that the way to ask for bread? Bobby (guiltily)—Chuck me a piece of bread please.

Miss Bell (warningly)—Sally, they used to tell me when I was a little girl that if I did not let coffee alone it would make me foolish. Sally (who owes her one)—Well, why didn't you?—*Life.*

Mrs. Clara Hoffmann says, "If the men of this country continue the use of narcotics, before long there won't be many men who are big enough for the average woman to look up to and revere."

"Where do the pins all go?" asks a contemporary. "Well, some go into clothes, some go on the street, some go into paper, and many of them occupy chairs in our schools and colleges."—*Harper's Bazar.*

"There ought to be more of her mother in her; but that's the risk a woman runs in marrying—the risk of bringing children into the world of the same disposition and habits as the man she's disappointed in."

"We must have a class of men between the laity and the ministry," said Mr. Moody recently. "Sure, we have them already," was the comment of a witty Irishman. "They are the women, God bless them."

"Mamma, mamma," sobbed a little three-year-old girl, running into the house, much offended, "I wish you'd whip the old hen." She won't let me see the chickies. She's dead lifted up her dress, an' they all run right under."

In great crises man cries: "Oh, dear! what will my wife do?" Do! If she loves him, and he is true to her, she will rise on the crest of disaster like a boat on the billow. The crisis will bring out her heroism. The strength of the Eternal will come into her little arm. We need that very strength in politics, in government.—*Rev. C. B. Pibbado.*

"I had my picture taken to-day," said little Christine. "I crossed my arms and leaned on a chair, and the picture man put my head in some tongs." "You must have looked like a lump of sugar in sugar-tongs," laughed papa. "Well, I guess I must have," said Christine, "cause the man kept saying, 'What a sweet little girl!'"

Miss Philippa Fawcett, daughter of Mrs. Millicent Garrett Fawcett and the late Postmaster-General of England, is a very bright girl, and is making Cambridge men look about them. The *Westminster and Lambeth Gazette* says: "Those who are going in for mathematics are trembling lest their laurels should be wrested from them and the honors carried off by a woman."

"Where did you buy your new dress, Bridget?" asked a lady the other day of her newly-imported Irish domestic. "'At 'Push & Pull's' store on Washington street, it was, ma'am," replied the girl. "'Push & Pull's'?" queried the mistress. "'I really do not recall any such firm in Boston. Are you not mistaken as to the name?'" "I think not, ma'am," said Bridget, confidently. "At any rate, that's phwat it said on the door."

In many places circles are being organized by women to study the art of conversation. Those who enter these circles have lived long enough to learn that gossip, scandal, a discussion of the latest fashions and small nothings are not conversation, and that such trivial topics fail to interest. They have learned that personal beauty is not to be compared with the art of entertaining discourse, and that nothing will draw and hold and make a woman so pleasing and interesting as the ability to discuss subjects of moment. They have learned that there is a unbought grace, a natural charm about conversation that wins confidence and opens the way to all the arts.—*Advance.*

SUSIE'S SIGHINGS.

O, I want to write a poem just as full of fire,
As are all the poems written by Shandy Maguire;
O, I want to fill my verses just as full of sweets,
Just as full as sorghum cane, just as full as sugar beets.

O, I want to make my verses cool like turtle doves—
Just as full of melody as Shandy's are of loves;
O, I want to be a poet who can like an eagle soar,
And talk of things celestial that won't make my hubby snore.

O, I want that divine afflatus that Shandy ever feels,
So I can write poetry about arch angels or eels,
O, I want to be a genius that can rattle words like hail,
And make my readers think they are riding on a rail.

O, I want to be a poet, a real lady Dandy,
Who can make her muses rhyme as smoothly as Shandy.

O, I want to be a poet of the greased lightning style,
So I can write verses by the car load or mile.

O, I want to get the *Magazine* to say "I'm all the rage."

Say I'm the "sweetest singer of this poetic age,"
O, I want to write for nothing, that is, I write for fame.

And though I have no money, I'll get there just the same.

O, I want the *Magazine* to print this poem mighty soon.

Printed beside some verses, written by Nelly Bloom,
O, I want to let Shandy see I'm "some pumpkins" with a pen.

And maybe he will say so when he writes again."
—*Susie McQuade.*

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

THE ERIE SYSTEM AND FEDERATION.

The Erie System of Railroads is rich, and as powerful as rich. It has an army of employes, but it is not sufficiently rich and powerful to enforce autocratic regulations when the employes unite as one man to resist autocratic impositions, and this fact was fully demonstrated by the collapse of a scheme on the part of the managers of the Erie to annoy their employes and send many of them adrift upon mere technicalities, which had little, if any, relation to capability or efficiency. It was evidently intended as an entering wedge to provoke discontent and create an excuse for *Corbinizing* the Erie, *a la* Philadelphia & Reading.

It appears that in the month of October, 1889, the managers of the Erie adopted a "Book of Rules"—train rules and regulations—for the government of men in their service.

These rules required the employes to answer questions in their own handwriting, and to affix their signatures thereto. By this arrangement the managers would have it in their power to propound not only irrelevant questions, but to pass judgment upon grammar, chirography, and such other things as might, in the opinion of the managers, indicate incapacity and create an excuse for dismissal. The scheme was adroit, but, as we shall see, came to grief.

In the "Book of Rules," which the employes were required to sign, are two sections directly stipulating that the corporation should be relieved from all legal liability, the employes binding themselves not to bring suit against the corporation in case of injury or death. To secure this exemption from liability for the maiming or death of employes may have been the supreme purpose of the Erie management. Manifestly, it sought to shirk all responsibility in that direction, and if the men would sign away such rights, the work required to have them abandon all other rights would not be arduous. The process of degradation, begun, goes on rapidly. It is all

the way down hill, until the poor devil, once a fireman, finds himself on his belly, crawling at the feet of his master, licking the boots that kicked him, and kissing the rod that smote him.

This *non* liability clause, as might be supposed, caused dissatisfaction, but there were those on the Erie who would sign it; fortunately, there were others who refused. The men sought legal advice and were advised not to sign the rules which embodied the two objectionable sections. This advice resulted in calling a union meeting of the employes at Hornellsville, early in November, which appointed a committee representing the employes, charged with the duty of going to New York to consult with the officers of the Erie corporation. This duty was promptly performed. The committee met the General Manager of the Erie System, E. B. Thomas, Esq., and as a result an agreement was perfected whereby it was left optional with the employes to sign or not to sign the "Book of Rules," and the two obnoxious sections were stricken out.

This was a notable victory for the employes and was secured by unity of action on the part of all the trainmen on the system. It was *FEDERATION*. It demonstrated once more that there is conquering power in unity.

It was a part of the agreement with General Manager Thomas that the examination of employes should be oral, or, if they chose to fill out the book, they could have all the time they required. This was satisfactory to the committee and they returned home and reported results, which were accepted as a settlement of the difficulties. But the employes were soon given to understand that they were mistaken in their conclusions; that their work was to be done over again. The Division Superintendent on the Eastern Division of the Erie, soon after the supposed settlement, called up four of the oldest engineers and insisted upon them passing an examination at once, as per "Book of Rules."

The engineers asked for time to prepare themselves. The request was refused and the men were suspended until such time as they passed the required examination. This was a flagrant violation of the agreement with General Manager Thomas, and as a consequence a meeting of the committees of engineers, firemen, conductors, brakemen and switchmen was called to be held in Jersey city. The meeting convened December 28th, and it was unanimously decided that a demand be made for the withdrawal of the "Book of Rules"; that an oral examination be substituted, and that no employe be required to affix his signature to any examination. And it was further ordered by the meeting of the Employes Commit-

tees that the four engineers suspended by the Division Superintendent be reinstated with full pay during time of suspension.

A sub-committee was appointed to visit General Manager Thomas, and as per agreement met him on the 30th of December. The result of the conference was that the demands made by the sub-committee were granted. The "Book of Rules" was withdrawn, oral examinations were substituted for written examinations and the four suspended engineers and one suspended fireman were reinstated, and on the 31st of December, the last day of the year, the committee called upon division officials and all minor grievances were adjusted.

From first to last the employés on the Erie sought to avoid difficulty. Of the committee which brought about the amicable settlement, Chairman Youngston, of the B. of L. E., of Meadville, was spokesman, and C. F. Graham, of H. G. Brooks Lodge, No. 169, of Hornellsville, represented the B. of L. F. The committee was composed of the right material -- clear-headed. It grasped main questions and issues, and General Manager Thomas was quick to see that the employés on his system meant business with a big B.

General Manager Thomas saw at a glance that on his system, for once, at least, his employés had federated; that in case of a strike to obtain justice every man would abandon his employment, and that things on his road would be so silent and still that he could hear the "dull thud" of the drop of a pin. General Manager Thomas wisely estimated the power of this federated force. It was engineers, firemen, conductors, brakemen and switchmen in alliance, and it conquered, and will always conquer, when the cause is just.

Grand Master Sargent, of the B. of L. F., in response to a telegram, was on the ground, ready to give his cooperation and the benefit of his counsel and influence in the efforts of the men of the Erie system to secure justice.

It is worthy of note that the conductors on the system, members of the O. R. C., were ably represented and took an active part in adjusting the grievances of the men, and although, as we are informed, they received no encouragement from their Order, they stood with the rest for the right in the federated action, and are entitled to share with all in the blessings of victory.

This *Magazine* takes special pleasure in chronicling the result of the contest on the Erie. We are profoundly gratified that a strike did not occur. It is strictly in consonance with the position of the *Magazine* from the first, that with federation strikes will seldom, if ever, occur, and should they occur they must of necessity be of short duration.

A more conclusive argument in favor of federation than that furnished by the contest on the Erie could not be made. It is overwhelmingly convincing. Words cannot strengthen it. If any of our readers want convincing logic in defense of federation they have only to refer to the settlement of troubles on the Erie. As we contemplate it we feel satisfied that federation is winning hosts of friends, and that at an early day every Order of railroad employés will be in line under the glorious banner of FEDERATION.

THE UNION PACIFIC EMPLOYEES' MAGAZINE AND FEDERATION.

In the month of June, 1889, the authorized representatives of the Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Brakemen and Switchmen's Mutual Aid Association, met in the city of Chicago and established federation between the great orders named.

Since that date the Switchmen's Mutual Aid Association and the Brotherhood of Railroad Brakemen have met in annual convention and approved the action of their representatives.

In September, 1890, the Firemen's Brotherhood will meet in biennial convention at San Francisco, at which time the action of its representatives in establishing federation will be passed upon.

We feel quite confident that their action will be approved. They acted in strict accord with the following instructions:

"Motion, that the Committee having the matter of Federation in hand be given FULL POWER TO ACT IN ALL THINGS NECESSARY TO EFFECT FEDERATION with the several organizations named, and that they HAVE AUTHORITY TO MAKE SUCH CONCESSIONS AND MODIFICATIONS IN THE FEDERATION LAWS ADOPTED BY THIS BODY AS MAY BE REQUIRED TO SECURE THE APPROVAL OF THE OTHER ORGANIZATIONS."

The U. P. E's *Magazine* deemed it proper to devote a portion of its valuable space to maligning the representatives of the federated orders who met in Chicago to establish federation.

We assumed that the editor of the U. P. E's *Magazine* would not have been guilty of such flagrant discourtesy and injustice unless he had been imposed upon by some designing creature who was an enemy of lawful authority and a disorganizer, but we made no allusion to Bro. Wm. F. Hynes, a trusted and worthy member of the Brotherhood of Locomotive Firemen. He has not been disloyal to authority, and therefore could not have been the "insect" that pre-empted the editor's ear. Moreover, it appears that the editor of the U. P. E's *Magazine*, of his own free will and choice, outrages every propriety by assaulting with vulgar abuse and ridicule the representatives of the Firemen's, Brakemen's and Switchmen's Orders who met in Chicago with an

honest purpose to solve the federation problem. He says: "There has been no one imposing on us. The editor is solely responsible for all that has appeared in these pages." The editor takes the entire responsibility of assault and insult, falsehood and fiction. In his November issue he said:

Nine Grand Officers of three organizations of railroad employes met in Chicago last June, supposedly to prepare a plan of federation for railroad employes' organizations, but succeeded only in federating themselves.

This is the truth or it is a lie. If it is the truth, the editor is entitled to be proud of it. If it is a lie he ought to be manly enough to kill it in his own columns, where it first rattled.

In the month of September, 1889, at the fourth annual convention of S. M. A. A. of N. A., the following resolutions were adopted:

Resolved, That the Switchmen's Mutual Aid Association, in fourth annual convention assembled, do hereby endorse the measures taken by our Committee of Grand Officers in the federation council in June, 1889; and furthermore, be it

Resolved, That it is now the desire of our Association to still further strengthen the bonds of federation, and we hereby instruct and implore our brothers to live in harmony, peace and fraternity with each other. Let the motto of the Supreme Council, Mutual Justice," guide and control us in all our future relations. A federation based upon the rights of man, and far nobler than any similar achievement of ancient or modern times, has at last been consummated, and it is a matter of honest pride with us as Switchmen that our organization was foremost in this splendid movement.

At the sixth annual convention of the Brotherhood of Railroad Brakemen, held at St. Paul, October, 1889, the convention unequivocally indorsed the action of its Grand Officers in establishing the Supreme Council of the federated Orders—a splendid tribute to the enlightened wisdom of its Grand Officers.

In this connection we reproduce from the November issue of our *Magazine*, page 1005, the following notice:

We are in receipt of an official communication from Daniel J. Carr, Esq., Grand Secretary and Treasurer of the Brotherhood of Railway Conductors, under date of October 21st, making the following announcement: At the first annual convention of the Brotherhood of Railway Conductors, held in Los Angeles, California, September 14th, 1889, it was the unanimous vote of this Brotherhood that the Brotherhood of Railway Conductors unite with the other organizations, viz., B. of L. F., B. of R. R. and S. M. A. A., in federation.

Steps have already been taken to consummate the business and very soon we hope to see the B. of R. C. in line under the federated banner. This movement is in line with the predictions of the *Magazine*, and we had it with undisguised satisfaction.

With these facts in full view does not the editor of the U. P. E's. *Magazine* see that when he said that the representatives of the federated orders "succeeded in only federating themselves" that he did not print the truth? Has he the sand required to make a correction? We shall see.

The editor of the U. P. E's. *Magazine* says "the representatives of the railroad employes

organization created "nine offices, just enough to go around." They created *three* offices. Here is a statement of which 66 per cent is *cool, calculating* falsehood. Will the editor, who is "solely responsible," acknowledge the falsehood, or stick to it? We shall see.

The editor of the U. P. E's. *Magazine* said: "They made laws." * * * "These laws must be revered in secret. Vulgar eyes must not see them. They were evidently ashamed of them." What are the facts? "These laws" have been *sent to each Lodge* of each of the *federated* Orders. The U. P. E's. *Magazine's* statement, it will be seen, was a clean cut falsehood, a malicious and mischievous falsehood designed to do injury. It was mean and inexcusable. Does the editor see it in that light? If not, he is blind. Will he retract it? We shall see.

The article in the November issue of the U. P. E's. *Magazine* was very contemptible. The editor was not required to use his columns to defame firemen, switchmen and brakemen, or their representatives. He was under no obligation to print falsehoods and abuse. He was not required to do injustice to any organization of workingmen seeking to better their condition, and to get into line to fight the enemies of labor. We assume (not "an hypothesis" nor a "compound hypothesis") that the editor of the U. P. E's. *Magazine* is not paid to play into the hands of corporations to defeat workingmen, that he is not a Corbin slave. If we are correct, why does he, by falsehood and kindergarten flatulency, seek to decry federation and thus strengthen the hands of the enemy? Let him answer if he can.

We have read the U. P. E's. *Magazine* for January, 1890. The five-page article, in reply to a few criticisms of ours is a curiosity in its way. When a writer says he "assumes an hypothesis," and still worse, assumes a "compound hypothesis," he may be said to be beyond the reach of reason or ridicule. When a man assumes an assumption, and a "compound assumption, it will be entirely characteristic of his mental caliber to caption his article, "Argument or Blackguardism," as if to say, "for the life of me I don't know which." If the question was put to the U. P. E's. *Magazine* editor, if you call a dog's tail a leg, how many legs would he have? he would doubtless answer "five," unmindful of the fact that calling a tail a leg don't make it a leg. To call scathing criticism "blackguardism" don't make it blackguardism, and with these reflections we leave the U. P. E's. *Magazine* editor with our best wishes for such felicities as he can scratch together while reflecting that his vulgar abuse and gratuitous falsehoods have been exposed and that the "Supreme Council" will doubtless pass him by with such *supreme* contempt as slander merits.

THOSE "TWO LETTERS."

The number of letters we have received from railroad men in different parts of the country regarding our stand on federation, indicates to us that we are voicing the sentiments of the large majority. Two of these letters we publish in our correspondence pages of this issue: one from Salida, Colorado, and one from St. Louis, Missouri.

— *U. P. E's Magazine, January, 1890.*

We have read the "two" letters. They are what we should call "Jim Dandies," or, "Denver Dandies." The "Salida" and "St. Louis" *dodge* is "too thin." They were sired, evidently, by the same irate whangdoodle, or Jack o' lantern. Earmarks and brands, hide and hair, are all in alliance to *bust* the trick and expose the juggler. The letters were evidently quickened into life in some cranium peculiarly suited for the production of argumentative tungi, mushroom and toadstool logic. The trouble with the *writer* is, that he puts too much faith in the explosive power of wind, and the killing qualities of mud. He is deficient in giant powder, dynamite, gun cotton, nitro-glycerine, and other death-dealing forces known to Nihilists. If he was in Russia, he could scatter his letters broadcast, and the Czar would simply say: "Let him rip; he is harmless." If he were a bull in a china shop, the cups and saucers, though he bellowed and pawed his worst, would be entirely secure. His own *mug* would probably be the worst damaged article in the shop.

The writer is a freak; a colossus, one leg in Salida and the other in St. Louis, and between them, what a grand canyon! And still more wonderful, while performing this astounding straddle, he manages to get his nose into the sanctum of the *U. P. E's Magazine*.

This wonderful literary freak may be styled "Railroad men in different parts of the country," with entire propriety. We see no reason why he should not date his letters from every hamlet, village, town and city on the continent. There is no law prohibiting such enterprises. He might claim that he was in such places in the spirit, while he got his hash and had his washing done in Denver. By this happy arrangement, the editor of the *U. P. E's Magazine* could make it appear that in "voicing the sentiments of the large majority," he was taking the cakes; that his "stand," or, more properly, "set-down," on federation, "had waked up the world and the rest of mankind;" and the "sweet singer" of Michigan could write of the splendid success of his exploit and that of his Salida-St. Louis-Denver correspondent, as she did of the bull frog and bumble bee, in producing a rain storm in Kansas, of which she sang as follows:

"The bull frog raised his tail on high,
And went bounding o'er the plain;
The bumble bee went thundering by,
And then came down the rain."

We see no reason why the correspondence should not proceed. We enjoy it. "A little nonsense now and then," etc., is not out of place. The very fierceness of the writer is enjoyable. To see him in the majesty of his wrath, wielding his paper battle-axe, shooting his wind gun or letting fly his straw arrows, is immensely amusing; but the real beauty of the joke is, that he evidently writes in Denver, instead of Salida or St. Louis. In this, we may "assume an hypothesis" or a "compound hypothesis," but it looks that way. Of all the missiles fired at the editor of the *Firemen's Magazine*—scrap iron, horse shoes, mule shoes, old screws and nails, old candle-sticks, coupling pins, street scrapings, pie, slugs and what-not—the proud warrior can come and pick them all up, and have them on hand to shoot again; they did not reach their mark.

The *Firemen's Magazine* is doing business at the old stand. It is said to be the best publication of its kind in the country. It is loyal to the authority of the Brotherhood of Locomotive Firemen. In alliance with those who seek to enthrone the right and everlastingly crush the wrong, it welcomes to the arena of discussion every friend of labor—every advocate of federation.

We have devoted more space to the *U. P. E's Magazine's* curiosities than we intended; but one and the same critic and correspondent writes from "different parts of the country" about the same date, and says about the same things in about the same way; carrying about the same pressure, and all the time "voicing the sentiments of the majority;" we confess to a liking for the farce, and would have the play go on. There is too little fun in the world, men do not laugh enough. This the *U. P. E's Magazine* seems determined to remedy, and is succeeding bravely. May its shadow never grow less.

Expired Railway Patents.

The following list of railway patents, furnished by F. B. Brock, Patent Attorney, Washington, D. C., expired during the month of January, 1890, and are now free to be used by anyone, viz:

Rail joint, J. M. Clem.
Rail, W. S. Hunter.
Railway chair, E. D. Mann.
Railway truck, D. S. Tutbill.
Lubricating car axle, J. R. Morris.
Car brake, A. M. Rouse.
Buffer spring, C. W. Saladee.
Car coupling, J. W. Bates.
Car frame, R. M. C. Parker.
Car heater, Michaels & Broadwell.
Car seat, A. Barney.
Car spring, J. W. Culmer.
Car starter, L. D. Benner.
Car wheel, R. Ramsey.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents by applying to Mr. Brock, whose address is as above given.

JOHN LIVINGSTON BACKS WATER.

This *Magazine* is abundantly on record in its denunciations of the proceedings of John Livingston to secure the action of the Interstate Commerce Commission to aid him in his warfare upon railroad corporations that extend to Locomotive Engineers the courtesy of free passes to and from the annual conventions of the Order. We do not remember to have encountered anything, even in this sordid age, more repugnant to liberality or more unjust alike to corporations and to employes, and we hail with honest pride the collapse of John Livingston's scheme to enthrone a policy so utterly at war with fair play and justice.

It seems that Mr. John Livingston himself became ashamed of his policy. It is quite likely that the Railway Shareholders' Association, of which Livingston is President, unable longer to withstand the scorn of an indignant public, demanded of its President that he should back-water; back out and back down. Be this as it may, he has judiciously "thrown up the sponge," as follows:

BEFORE THE INTERSTATE COMMERCE COMMISSION.

JOHN LIVINGSTON, President of the Railway Shareholders' Association,

against

THE DELAWARE, LACKAWANA & WESTERN RAILROAD COMPANY, and 110 other Companies. No. 210.

THE SAME against

THE NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY. No. 238.

To the Interstate Commerce Commission:

Convinced, from the perusal and mature consideration of the answers of more than one hundred of the defendant companies to the complaints, and also to the amended complaint filed in the first above entitled cause, on the 9th of October, 1889, that since the beginning of railroad operations in this country it has been and is now the custom observed by all railroads in the United States to grant free transportation, under reasonable regulations, to their own officers and employes and to those of other railroad companies when the application as to the latter comes from the principal officers of such other companies, and that they have included among the officers and employes the members of their immediate families; that in the employment of its officers and employes by many of the defendant companies they are engaged knowing that such transportation favors have been accorded, not only to themselves, individually, but to the members of their families; while, other companies, regulate and fix such privileges in and by the contract of employment; that such practice had become, at and before the passage of the act to regulate commerce, and continues to be necessary to efficient railway management, and could not be departed from without seriously prejudicing the safe and successful operation of the railroads toward which the relation sustained by the members of the families of their employes is different from that of the public, generally, and the free carriage of such persons is a service rendered by the railroad companies under substantially dissimilar circumstances and conditions from that rendered to any other person not belonging to the family of an employe; that it is promotive of the interest of every railroad company and of the convenience and safety of the public to grant transportation to its employes and dependent members of their families, free, or at reduced rates, and that they are justified in the issuance and sale of employes' mileage

books, and at one-half of cent per mile, for the use of specified members of their families as is the admitted practice of the New York, Lake Erie & Western and several other defendant railroad companies; and it further appearing, from the verified statements of nearly all the defendant railroad companies, that public policy requires the continuance of the aforesaid practices; and, there being a reasonable doubt whether anything in the act to regulate commerce abridges or prohibits the free exercise of such alleged right of the defendants, the universal custom of half a century should be permitted to continue until Congress shall have declared its true intent and meaning in the premises by apt and proper words amending said act; and it further appearing that said Interstate Commerce Commission by an order made herein at a general session thereof, at Washington, on December 7, 1889, held that where free passes are not given by any of the defendant railroad companies for *Interstate* transportation evidence thereof would not be admissible upon any of the issues in the first above mentioned cause thereby declaring that *all passes to be used only within the limits of one state are lawful and proper*:—

I hereby request the Interstate Commerce Commission to dismiss the above mentioned two causes as to each and every of the one hundred and twelve defendants therein, and that the petitions and complaints, and the amended petition and complaint heretofore filed by me, therein, be dismissed, and that no further proceedings be had therein against any of said defendants.

Dated, December 16, 1889. JOHN LIVINGSTON, Petitioner and Plaintiff, in person, Campville, Tioga County, New York.

The foregoing document, received direct from John Livingston himself, is interesting reading, and is conclusive that Mr. Livingston has had enough, and knows when he has got enough; this much, at least, is creditable to Mr. Livingston.

The *Magazine* has a right to felicitate itself upon the outcome of Mr. Livingston's scheme, since the reasons set forth for withdrawing his suits, are, in many regards, strictly in accord with the arguments, from time to time, urged by us. It is not only good policy on the part of railroad corporations to permit their employes to ride free, but it is simple justice that such a policy should prevail, and no class is more benefited by such a policy than railway shareholders—*sic transit sham*

MASTER MECHANICS.

We are indebted to Mr. Angus Sinclair for important papers relating to the work of Master Mechanics, issued by Mr. Sinclair as Secretary of the American Railway Master Mechanics' Association. One of the circulars relates to the "advantage and disadvantage of placing fire-boxes above the frames," and the following questions are propounded:

1. Do you consider it an advantage to place the fire-box above the frame? If so, please state your reason.
2. Do you experience any more difficulty in keeping mud rings and flues from leaking when above frame than when below?
3. State the distance from bottom of mud ring to bottom row of flues.
4. Is your ring set level or does it drop in front? If so, how much? If you drop in front, please state your reason for that method of construction.
5. Are your mud rings double riveted all around, or only in corner?

6. In placing the fire-box above the frame, does it run straight across, or drop in middle?

7. What depth of fire-box would you recommend?

8. Does your fire-box stand level, or do you dish your frame toward the front end?

9. What increase of grate surface do you obtain by raising fire-box above the frame?

10. Do you experience any more trouble with driving boxes heating with fire-box above frame?

11. Do you have any more trouble with flues stopping up with fire-box above frame than below, and what is the diameter of flues used?

12. Do you use water bars or grates, and for what kind of coal?

13. Do you use brick arch with fire-box above frame?

14. Please state in a general way what advantages or disadvantages, if any, you have derived from placing fire-box above the frame.

Quite likely some of the writers in the *Mechanical Department of the Magazine* may have something to say upon subjects suggested by the interrogatories—at any rate they are eminently practical and will, we think, interest locomotive firemen.

THE LATE STRIKE ON THE MACKEY SYSTEM.

On the evening of January 6th the strike on the Mackey system, which had continued for eight days, was declared off.

It was said by Admiral Porter that "a pin is worth fighting for if it involves a principle."

The late strike on the Mackey system involved a principle. Does some one ask in what way, or in what particular was any principle involved? We shall see.

Governments, that of the United States for instance, or that of any of the states, possess autocratic power in that, 1st, they can deprive a man of his property. 2d, of his liberty, and 3d, of his life. But they can do neither without giving the man accused of wrong doing a hearing. He has to know the charge made against him. He has to be given an opportunity to be heard, and must be adjudged guilty. Till this is done no penalty can be inflicted.

Mr. G. A. Hurd, Master of Transportation, acting under orders of President Mackey, concluded, in the treatment of a number of employes on the system, to deny them the rights accorded by the laws of the state to the meanest sneak thief within its jurisdiction, send them adrift, remand them to idleness with their reputations smirched, without giving them a hearing, without so much as intimating what wrong they had done for which they were deprived of earning an honest living for themselves and those dependent upon them.

Manifestly a principle was involved in such proceedings. The men discharged had a right to know wherefore. They had a right to be heard in their own defense. They had a right to confront their accusers. They had a right to protect their own good name. This was denied them, and such rights having been denied them they had a right to strike.

And here, let it be said, that President Mackey, in denying his employes such rights, placed himself not only in flagrant antagonism to his own best interests, but as conspicuously, in antagonism to the best interests of society. He assumed prerogatives characteristic of Czar, Sultan and Shah. He simply deprived men of the means of subsistence, equal to taking their property. He set them adrift regardless of consequences. In doing this he provoked a strike on his system which should have had the hearty cooperation of every employe on the system. Why? We proceed to show?

Mr. Hurd, acting under orders from President Mackey, began the discharge of conductors. This work went steadily forward until eight conductors had been discharged, the eighth man being Geo. W. Lovejoy. It then leaked out that men were being discharged because they had been connected with a previous strike on the system, and because they were members of the B. of R. C. In the previous strike the employes won the battle, and the discharging of the men was the penalty they were required to pay for their victory, and in the same line, it appeared that President Mackey concluded that the manly independence of the members of the B. of R. C. was something requiring rebuke.

Here, again, we find vital principles involved. It is a wrong of great enormity to make a workingman pay a penalty for achieving a triumph over a corporation whereby he simply gains his rights or a fraction of them, and it is an outrage on personal rights, rights as sacred as any that relate to personal liberty, to impose any penalty whatever upon an employe for being a member of a labor organization, and when such penalties are imposed every fearless, independent, manly working man in the land should resent it.

In saying this, we interpose no plea against discharging men who neglect their duty, who are wanting in fidelity to obligation, who abuse their privileges and are recreant of trusts. They belong to the leprous scabbing class whose employment is everywhere a menace to safety and success.

Well, the strike ended. The strikers lost nothing and gained much. Five of the men discharged by Mr. Hurd, all who were worthy of re-instatement, were re-instated. The pay of trainmen was increased, that is to say, over time is paid for, and in the future, conductors are to be chosen from the ranks of brakemen.

Mr. Hurd, as demanded, did not retire, and this, we surmise, was just to him, though no man ought for a minute to retain a position, the duties of which include being the executioner of innocent men—it being sufficiently unpleasant to a sensitive man to impose extreme penalties upon the

guilty. It is said, however, that Mr. Hurd will not, in the future, be required to discharge men, and that when a man is discharged on the Mackey system he will be granted a hearing. And it is worthy of remark that one contemptible creature who played the part of a spy and consented to scab, was *fired* and found it healthy to leave.

On the whole, the outcome of the strike has set no one back, and we predict that the Mackey system will be more prosperous for the strike than it would have been if it had not occurred.

CORBIN'S WHISKERLESS SERFS.

We have had occasion in the past to denounce Austin Corbin, the only regret we have experienced in the performance of the duty being that the words at our command were weak as compared to the unspeakable meanness of the Russianizing rascal who controls the Reading railroad.

We have intimated that at the proper time Austin Corbin might issue a decree to brand his serfs as Texas ranchmen brand their cattle, but we did not suppose that an order in that direction would be issued for some time to come. The work of degradation has gone forward more rapidly than we had estimated. In proof of this we reproduce an Associated Press dispatch, headlines and all, from Philadelphia, which appeared in the Indianapolis News, and which has not been contradicted.

THEIR WHISKERS MUST GO.

Clean-Shaven Faces Must Characterize Officers of the Reading Road.

PHILADELPHIA, January 9.—In compliance with a general order issued by the Superintendent of the Philadelphia & Reading road, the brakemen and baggage-masters employed on the road will be compelled to report for duty in the future with clean-shaven faces. This order has caused no end of talk among the men, many of whom have beards remarkable for grace and beauty. Brakeman Wm. H. Welch sports a beard à la Vandylke. He is as proud of his facial adornment as a peacock of its tail, and rather than sacrifice his dignity to an arbitrary rule of railroad fashion he has decided to throw up his job. About a year ago when a similar order was issued, Welch was excused, as he excused himself for wearing whiskers by stating that he had a sore throat. This excuse will not go this year. It is simply a case of whiskers and no work or steady employment. Now the employes who enjoyed the luxury of a clean shave are now suffering with the gripe.

In connection with the order doing away with beards is an order compelling the men to keep their coats closely buttoned while on duty. This means for the men a sort of Russian bath between stations. When the Superintendent of the road issued his sweeping order for a sacrifice of the beards he made no explanation, but it is generally understood that his idea is to have all the men employed on the road look as slick as possible. According to his way of thinking a man cannot meet these requirements except by having a clean-shaven face.

The foregoing is what might be termed "interesting reading" for workmen, in this glorious era of light and knowledge, civilization and progress, liberty and independence, etc., etc., to the end of the chapter.

In some penitentiaries convicts are required to have "clean-shaven" faces. The felons have to submit. They are outlaws, doomed to servitude as punishment for their crimes, murderers, burglars, sneak thieves, and so on through the list. Corbin treats his men as if they were convicts and they obey. One brakeman revolts—one, only one. Nor is this all. The men must wear their coats "closely buttoned." Did a Czar ever issue such orders? Were southern slaves ever subjected to such humiliations? No, never. Corbin's slaves submit. Will they submit when he issues his order to brand them as the cattle of the "P. & R." Why not? The order would not be more degrading than those recited in the dispatch which we print. Do railroad workmen see the point? To resist such degrading tyranny, what is wanted? Simply organization and federation. That is all—and that can be had.

If there is one class of men whose hearing ought to be perfect, railroad employes, says the *Mechanical News*, may certainly be considered as coming under that head. It is rather alarming, therefore, to encounter the statement that "Profound deafness among railroad employes is by no means rare; on the contrary, it is met with very often." We find this assertion in a paper entitled the *Whistle Signal*, by Dr. Robert Barclay, of St. Louis, read by him before the National Association of Railway Surgeons of America, and since printed and ordered by them to be sent to every railway manager in the United States. Railroad employes are expected to be physically perfect—to have not only good ears, but good eyes; in fact, they are expected to be as near faultless, physically, as possible. It is well known that the various organizations of railroad employes initiate neither partially blind nor partially deaf men; nor do they initiate physically unsound men in any regard. In all of these things the organizations study the interests of railroad corporations and the interests of the public. How stands the case with railroad managers? Are they as careful and considerate as the organizations? The *News* thinks not, and intimates that their indifference is an infirmity of which they occasionally exhibit marked symptoms, when the public safety and comfort, instead of their own interest, is the matter under consideration.

ELSEWHERE in the *Magazine* will be found the full text of the agreement between the Knights of Labor and the National Farmers' Alliance and Industrial Union, which is highly interesting reading.

THE December number of the *Big Four* (*Bee Line*) *Gazette*, accompanied with a Christmas supplement, is on our table, and both are gems of the typographical art. This highly entertaining periodical has attained quite a popularity among the railway publications of the times, and the December number, a veritable triumph of artistic journalism, reflects the greatest credit on the great railway system it represents. The *Big Four* management, distinguished for its liberality and square dealing, has won its way to popular recognition, and the *Magazine* notes with pleasure its prosperity and success. Col. E. E. South, the agent at Terre Haute, is a thorough railroad man and a most obliging gentleman—in all regards the right man in the right place.

Literary Notes.

Among the many leading thinkers who will contribute able papers to *The Arena* during the next two or three months are mentioned Edgar Fawcett, George D. Cheever, D. D.; Gen. Clinton B. Fisk, Rev. Howard Crosby, Rabbi Solomon Schindler, Richard Hodgson, LL. D.; Rev. Minot J. Savage, Prof. J. Rodas Buchanan, Helena Modjeska, N. P. Gilman, W. E. Manley, D. D.; Helen Campbell, A. C. Wheeler, Junius Henri Browne, W. H. H. Murray, Prof. M. L. Dickinson, Stephen M. Allen, A. M., LL. B., F. R. H., St. James D. Bixby, Ph. D.; Elizabeth Cady Stanton, H. H. Gardener, Rev. R. Heber Newton, Emily Kemplin, LL. D., secretary of Medico-Legal Society of New York; Felix L. Oswald, M. D., Ph. D.

We have received from the publishers, Charles Scribner's Sons, 743-745 Broadway, New York, a copy of a book entitled, "The American Railway: its Construction, Development, Management and Appliances." The book contains 456 pages, with 225 illustrations, thirteen maps and nineteen charts, many being colored. The book is substantially bound in half leather, octavo, and is sold for \$6.00 net. The contents of the book are such as to at once commend it to all who desire accurate information relating to the railroads of the United States. That our readers may have some idea of the great value of the book, it is only required to say that it is divided into chapters, each being complete in the treatment of its subject. The introductory paper is by Judge Thomas M. Cooley, Chairman of the Interstate Commerce Commission, and the remaining chapters are as follows:

"The Building of a Railway," by Thomas Curtis Clark, Civil Engineer; "Feats of Railway Engineering," by John Bogart, State Engineer of New York; "American Locomotives and Cars," by M. N. Foney, author of the "Catechism of the Locomotive," Editor *Railroad and Engineering Journal*, etc.; "Railway Management," by Gen. E. P. Alexander, President Georgia Central R. R.; "Safety in Railroad Travel," by H. G. Prout, Editor the *Railroad Gazette*; "Railway Passenger Travel," by Gen. Horace Porter, Vice-President Pullman Palace Car Co.; "The Freight Car Service," by Theodore Voorhees, Assistant Superintendent New York Central R. R.; "The

Prevention of Railway Strikes," by Charles Francis Adams, President Union Pacific R. R.; "How to Feed a Railway," by Benjamin Norton, Second Vice-President L. I. R. R.; "The Railway Mail Service," by Thomas L. James, Ex-Postmaster General; "The Railway in its Business Relations," by Arthur T. Hadley, Professor Yale College—Author "Railroad Transportation;" "Every-day Life of Railroad Men," by B. B. Adams, Jr., Associate Editor the *Railroad Gazette*; "Statistical Railway Studies," by Fletcher W. Hewes, Author of "Scribner's Statistical Atlas."

The book ought to have a large sale and should be read by every railroad man in the country. To make it available to members of our Order it would be well for each Lodge to purchase at least one volume, and in that way every ambitious member could read it at a small cost.

REMARKS ON THE BELOVED 31.

To the foreman at Norwalk, I'll call your attention
To the old "31," that bone of contention.

And if you will listen, with slight hesitation,
I'll tell you her faults in rapid rotation.

Her guides are out of line—her packing is blowing,
And the flange on her tire is rapidly going.

The jacket is loose, the bagging is missing,
And half of her crown-bolts are viciously hissing.

The flues and the mudring—great Scott! how they leak,
So they have to be caulked about three times a week.

Then the sand-box, quite freely our temper has tried,
For the sand's always wet, howe'er often it's dried.

The valves—and the lever—an inch thick with rust,
Won't work worth a cent—and they often get "cussed."

On the rods all the brasses are worn down so thin,
Some day they'll jump over the head of the pin.

The links with lost motion continually battle,
The head brakeman can't sleep for the reverse lever's rattle.

The gauge-cocks and dripper are stopped up, and rusted,
A rope's for the door-chain the throttle gland busted.

The cab, of a curtain, or back board's quite bare,
The holes in the deck admit ample fresh air.

Through the leaks in the roof—of which there's no lack—
The rainwater drips down the fireman's back.

The whistles as hoarse as an old "mooey" cow,
And won't blow when you pull it unless you know how.

She's old, she's worn out, she's broken down,
And she looks at her mudring, her flue-sheet and crown.

But its come "Denny," hustle the coal with a will—
And get off and shove, when you climb Fremont hill.

When you read this report, you will say—"Well, by thunder!"
"Have to jack up the number plate—run a new engine under."

"To please Engineer Horton—that man of fine figure,"
And Fireman Dennis, his "red-headed nigger."

NORWALK, O. W. Y. D.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month

District Representation.

MR. EDITOR:—Another year with its hopes and disappointments, its successes and failures, is numbered with the past.

We enter upon another with renewed courage and brighter promise. As an Order, having in view the elevation of our membership to a higher social and moral plane, and for improving our efficiency as locomotive enginemen, we have much to do. There are no limits to our field of usefulness, if we more than half fulfill our promise. Where so many minds and hearts are enlisted in a great cause there must of necessity be a great range of opinion as to the best means to accomplish the end sought. However, we doubtless agree on one point, and that is, "Progress!" We cannot afford to stand still—it is not logical! We must keep step to the music of the age, as nature does to the ceaseless rounds of the seasons. Let us always keep on the move, with our faces to the front.

It is not needful to stretch one's imagination in order to believe that we have members who are content to stand still. The pages of the *Magazine*—for seven years at least—bear ample testimony that this is so.

I do not believe that I am "holier than thou," but I am proud of the fact that I am not of that number who are content to let things wiggle as they please. There are few times when it is either right or proper to do so, and it merely requires the exercise of good judgment to determine when such times come.

Were I called upon to map out a policy for the Brotherhood, I might make a sorry mess of it. Nevertheless, I believe it right and proper to not only map out a policy, but to follow the policy after it is once commenced. However, there are two questions, as they appear to me, that should receive immediate attention, and with them in view, I should make the order large enough in scope to cover the entire ground, thereby creating strength to assert its rights and maintain them, and reduce the representation in our conventions for the purpose of saving at least half their cost and accomplishing better legislation. It is not a matter of congratulation that our conventions resemble the Great American Beer Garden. I do not believe in much of anything savoring of the aristocracy, but I do most earnestly wish that our delegates were, as a rule, more of the gentleman in the sessions, and less of the politician. At present I do not care to say further than call attention to pages 515 and 652 of volume 12. In the former, of course, the figures will need overhauling, because the membership is spreading over more ground. The rule is, as there suggested, I believe, fair and equal to all concerned;

in the latter, there is truth in every line and plenty of food for thought.

I would like to hear from the committee appointed at Atlanta to examine into the matter. Have you got together yet, gentlemen? This matter, as I have said before, was compromised at Minneapolis, and the evils exist just the same as before. Compromise won't do! A prominent delegate at Atlanta said: "I do not believe we ought to reduce our representation, because when we meet we want to show the public that we are at least a strong organization, and we can only do that by having a large delegation." I ain't much on the bluff, but why not double our representation to convince the public of our strength? I cannot see as the brother's argument is either good logic, or necessary; if it was surely public opinion never—at least very rarely—goes with the loser. Kilrain was quite a man and had lots of followers before last July; a little over a year ago you couldn't find a Democrat in a day's travel, but since last election you must be convinced that there was an immense crop of them raised, how many nations have as yet officially recognized the new order of things in Brazil?—how many will if it is a failure? So with us: just as long as we are on the winning side we need not hunt friends; but when the scale tips the other way, you can hardly find them, if you do! In the language of millionaire Vanderbilt, "The public ———!" If we must bend our energies to pleasing "the public" we won't have time for much else. I shall prepare a list of districts, according to the plan I propose, showing the number of delegates, giving estimates upon the cost per capita, total cost of convention, &c., from the next quarterly report of the Grand Lodge, and ask your consideration and examination of the same when it appears.

It may be a little late, but a Happy New Year to you all.

Dringo.

DELPHOS, O., December 10, 1890.

Editor Firemen's Magazine:

On looking over the *Magazine* for December, I noticed a communication signed X. Q., in which the writer closes by saying, "give us a change of name if need be and above all give us federation."

Though but a single sentence it has made things appear to me in an entirely different light. Since change of name was first mentioned in the *Magazine* I have fought it hard but only in our Lodge room. I now think by changing our name to cover all members we represent, with the engineers that we now have in our organization and with those that will be promoted in the next year or two from our ranks, with the federated board existing that the B. of L. E. will be to us in the same relation and proportion as the O. R. C. will be the B. R. C. in the near future.

The Ladies' Society of the B. of L. E. gave their first annual ball at the Rink on Thursday evening December 5, 1890. They were well patronized and everybody seemed to enjoy themselves; they cleared about fifty dollars. If the boys of 185 had as much "sand" as the ladies, we would have a far better Lodge. A raise of pay is the topic of discussion here at present, it having been promised us the first of the year.

815.

NEW HAVEN, CONN., November 10, 1889.

Editor Firemen's Magazine :

You may imagine me to be one of the kind who want the earth; such is not the case. What I most desire is to inform the readers of our much prized *Magazine* that Elm City Lodge, No. 284, is still full of pride, and making such progress in many ways that we desire to make known the fact to our brothers who do not take sufficient interest in their Lodge meetings to attend them, and that, too, when we know they could be on hand without sacrificing their interests.

At a regular meeting held in October, it was voted to appoint a committee to be known as the "Committee on the good and welfare of our Lodge." The first matter presented was to make the Lodge meetings a school for instruction. The committee recommended the purchasing of suitable books, such as would inform our minds and help our knowledge for the care of the locomotives when we are intrusted with them. It is not necessary to refer to the remarks that were made in favor of the recommendations of the committee, except to say the recommendations were adopted and the committee are now engaged in looking up the books.

Another surprise for the brothers was the report that our General Superintendent, Mr. O. M. Sheppard had promised to aid us all he could, and to address the Lodge at some future time, and our Superintendent of Motive Power, Mr. John Hennyfe, said he was pleased to know that we were engaged in such important business in our Lodge room, and that he would cause to be made a working model of the slide valve, and would aid us in every way he could. We certainly have every reason to feel proud, and it is to be hoped that such of our members as have been slow to attend the Lodge meetings will now take a better view of the subject, and make it a point in the future to attend more frequently.

On the evening of October 31, our Lodge held a very pleasant sociable in the Lodge room. There were present about eighty invited friends and brothers with their wives, who brought abundantly of those good things needful for the body, so that we were able to set covers for nearly one hundred. The supper and the dancing were the principal features of the evening, and the occasion was greatly enjoyed by all. The object of the sociable was to bring out the brothers and their families, and thereby create a closer unity among them.

At our last meeting a committee was appointed to make arrangements for our fifth annual ball, which will be held in the Polo Rink, January 22, 1890. The Wheeler & Wilson Band, of Bridgeport, has been engaged to furnish the music, and the committee will try to make the event one long to be remembered. It was also voted to give a prize to the member who could bring in the best list of questions on the rules.

We now have ninety-eight members and three applications. We are having good results from the operation of our new By-Laws, and our brothers say that they shall be lived up to in every particular. We have a number of members who live out of the city and are connected with our system, but

while not favored with frequent opportunities to attend the Lodge meetings are nevertheless with us heart and soul. I refer to Bros. Winterbottom, Abel, Keating and Sheppard. Another one of our brothers who is a whole-souled member and has the Lodge's interest at heart, is Bro. Duggan, who was promoted more than a year ago, and was compelled to make another city his home. He became so lonesome that he quietly went off and took some one else to console him when he became despondent. It is expected that Bro. Duggan will entertain the brothers with an address upon the subject often referred to, "Is Marriage a Failure?"

In conclusion it may be said with propriety that our Lodge is harmonious, and the writer hereof trusts that this may be the state of all our Lodges.

Fraternally yours,

W. A. P.

AIR LINE JUNCTION, O., November 14, 1889.

Editor Firemen's Magazine :

In reading our *Magazine*, with our limited power of observation, and lacking the faculty to see the promotion of the welfare of the Order brought about by a certain class of its contents, I conclude that small progress will be made in showing to any the plausibility of publishing such trash. If we are not laboring under a mistake, our official organ is published for the good of a labor organization, and to do malice to none, whose purposes are practically the same as the one the *Magazine* represents. Everyone has a way of knowing when he is being treated disrespectfully. And a very effectual way of resenting it is to give the aggressor a wide berth. For if one can walk without legs, two orders of the same department can get along without each other. The monthly issues are full of the latest topics discussed before the common people. It also shows a constant study on the part of its editor in getting the most valuable and interesting matter for its readers, and should be found on every page, not having any portion devoted to anyone for such useless trash as we sometimes see.

A change of name of our Order would not in any way, as we can conclude, be beneficial to us. While upon the other hand, there are some pointed facts in favor of its present name. A change of name, so as to consistently allow engineers to remain in or join the Order, would in course of time compose a majority of the membership who would be persons other than firemen, and consequently, a classification of insurance as well as grievance committees and boards of adjustment would be necessary in order to promote the welfare of the firemen to any extent. Past experience has taught us that the majority would not want firemen to be recognized, except when the chestnuts get too hot for their paws. Such being the case, it would not be wise to have the men on different sides of an engine come under head of government, since this head would naturally be obliged to favor the majority, or be ousted out. And firemen, or the minority, must succumb to some of our late circumstances. One has said "Let well enough alone," and well might we, for although we may be in a frying pan, we might get in a fire.

Yours fraternally,

A. S. Meach, of 142.

PARSONS, KANSAS, November 19, 1889.

Editor Firemen's Magazine:

To say that I am surprised at the remarks made by some of our brothers in the columns of our *Magazine*, is placing the matter before them very mildly. They complain of the management of affairs; of the mechanical department, and of other things too numerous to mention.

In the first place, I would like to call the attention of the complaining brothers to this fact. The *Firemen's Magazine* takes the lead as far as labor principles are concerned. In this I defy contradiction, and I am well satisfied that under the present administration it will continue to advocate the rights of workmen in the future, as it has done in the past.

In regard to the Mechanical Department, if any brother desires to give his views in regard to the best method of firing or cleaning an engine he is at liberty to do so. But, to my mind, this department is also for the purpose of discussing all parts of an engine, so that when some of these brothers reach the height of their ambition, or, the "right side," they will be able to run an engine without the assistance of a "ready reference."

One of our worthy brothers advocated the proposition that as soon as firemen are eligible to membership, they should join the B. of L. E. He gives no reasons for this move. He further says that assuredly we can not adjust grievances for the engineers. How can we protect them as brothers and switch engineers if we can only protect them as firemen? What is to become of our Order? As soon as a fireman is promoted to a higher position, is he to be left out in the cold? What will become of our members who are running engines, and who are not eligible to membership in the B. of L. E.? Are they to be driven out of our Order because we cannot protect them? This is a sad mistake. We can and will protect all of our members, regardless of their station. This is the reason why we advocate a change of name, so that all our members can march under the same banner. Brothers, it is your duty when you make an agreement with a railroad company to protect any member, from fireman to engineer, and unless you do so you fail to do your duty.

On the M., K. & T. Ry. we have all our members embodied in the agreement—firemen, hostlers, switch engineers and locomotive engineers—and I will guarantee that we will protect them at all hazards. All that is asked of them is to do their duty, and do it well. This, of course, is asked of all men, and when they fail to do their work as required of them, that which is right and just, they will fail to receive our support, and not until that time presents itself to view. One brother continues to say that if we had fewer engineers in our Order we would not have the trouble that we do. I am not aware of any trouble, nor do I believe there is any. I would like an explanation of this matter. He further says, the engineers are not working against us. At the present time I do not believe they are myself. They are "in the soup" now. But the past record of the B. of L. E. will not bear the brother out in his assertion. I believe in federation. When this is accomplished then

we can bury the past, and all will be well. Until that time arrives there will be more or less friction between the different Orders of railroad employes.

In regard to the stand that our brother editor has taken against the B. of L. E. in the past it should be said that it was not of a personal nature. The actions of that body concerned us all, and he did what any fair-minded man would do. He resented the wrongs with all his power. If the engineers of the B. of L. E. feel aggrieved at his treatment the columns of our *Magazine* are open, and we are willing that they should be heard. Our brother editor has offered them this privilege on several occasions, and no further comments are required. Brothers, in conclusion, I will say, do your duty to those by whom you are employed and you will always have the respect and esteem of your fellow men. Work night and day for the success of the B. of L. E., and remember when you do this success will crown your efforts and peace and prosperity will reign supreme.

Chas. W. Maier.

A NEW NAME AND FEDERATION.

I'm a fireman on or off the track,
A Brotherhood fireman from way back.

I don't play pool, I don't drink beer,
And I'm going to be an engineer.

This much I say as prefatory
To my hallelujah story.

I fell deeply in love with Gertie Green,
Who reads and admires the *Magazine*.

In which she shows she has a mind,
Developed, cultured and refined.

She said the "new name" proposition,
Just suited her faith and disposition.

I quick caught on to the idea
(Gertie blushed from ear to ear)

And asked her what consideration
She had bestowed on federation?

She quick replied, with tremulous voice
That "federation was her choice."

She was going from church, about a mile;
"Could I go 'long?" She said, "I should smile."

The skies were cloudless, night's silver queen
Baptized the words with its mellowing sheen.

Now Gertie and I, my courage came,
And I said, "Ah, yes, that new name,

Would mine answer?" Fred Montramart."
And Gertie said, "Yes, with all my heart."

And there, standing by the garden gate,
We both agreed to federate.

We'd establish at our cozy home
A "Supreme Council" all our own.

Since that glad night with love aflame,
When Gertie said she'd change her name,

That I should be her running mate,
That with me she would federate,

I've blessed my stars that Gertie Green
Read the *Firemen's Magazine*.

—Fred Montramart.

CHARTERS, PA., November 16, 1889.

Editor Firemen's Magazine:

In reading the *Magazine* I came across the article of Brother Cross, in which he severely tries to criticise our editor. His remarks are altogether uncalled for, and do not show any brotherly feeling or regard. Had Brother Cross read his article over several times before sending it he surely would have destroyed it, because it is a gross insult, not alone to the editor, but to our Order at large. To begin with, he denounces the Mechanical Department. Supposing wave power lines do not interest him, why don't he pass it by and study something else which benefits him more? If nothing is contained in the *Magazine* which he desires, why not politely request to have an article published? At any rate, the best book on firing is the fire box itself, and I think it is almost impossible for any man to write and explain the best way of firing an engine so as to be of a great benefit to a fireman. The reason why explains itself. Then comes the tyranny of the editor in abusing the letters of our brothers. Well, an editor that has no views, suggestions and corrections would not suit for the *Firemen's Magazine*. You might as well put a jackass at the head of it as to have a man that would publish any hash and trash that has neither sense nor meaning in it. I think Brother Debs is the right man in the right place. Under his supervision the *Magazine* has improved and grown so that to-day it is in the lead of all journals of railroad organizations. Please do not think I say this to flatter Brother Debs, because I am no sucker; but I glory in a man that has the grit and manhood in him to come out with his honest opinion, no matter whom it suits or displeases. If we had all men of his type in labor organizations the situation would be changed considerably. But this is the great trouble with most of our workmen, they have no opinion to express, and a good many of those that have are afraid to do so. Next comes the biggest insult: the breeding pen for the B. of L. E.—cattle come from pens. I would like to know if Brother Cross hasn't got the same opinion of his fellow men, that he calls brothers, as Austin Corbin or H. B. Stone has—that they are only cattle driven into the pen, fattened up and stuffed until they are fit to be chased into the slaughter-house of the B. of L. E. The comparison of Brother Cross is surely the lowest sentence that ever appeared in the columns of our *Magazine*. The engineers in our Order are no drawback to us—on the contrary, they are a blessing. They are mostly men who have rocked the Order in its cradle and they love it, and a great many would not leave it for anything, and they should be congratulated instead of criticised. In regard to the B. of L. E. getting too much of an overhauling, I do not think so. They deserve it to a great extent: we have friends among them, it is true, but we have lots of enemies also, and I think they are in the majority—at least, indications point that way. Tricks are played on members of our Order by the B. of L. E. men. As long as the B. of L. E. keeps on thinking itself so much better than the B. of L. F., just that long this bad feeling will exist and articles will be written against them, but whenever they come to their senses and grasp the hand of fellow-

ship and good will which has been extended to them so long by our Order, then, and not until then, the past will be forgotten. As my article is getting too long, I wish Brother Cross, and all brothers who are of his turn of mind, to take my advice. If you see an article you don't like, don't read it; what you don't see, ask for. The Lord said, ask and you shall receive. I guess it will be the same with our editor, and I am sure if he has it you will get it. Don't worry him with things that are not of necessity, consider the position he holds. I am sure, for one, that his spare time is limited. Yours fraternally,

F. J. Thomer.

TRINIDAD, COL., Dec. 17, 1889.

Editor Firemen's Magazine:

The December number of the *Magazine* is at hand and carefully read. I find some able correspondents, and am glad the way some of the Brothers give "Pop" their idea, regarding a new name. Most all of the Brothers here are in favor of a new name. The time has come when we need a new name. Why did the Brotherhood of Brakeman change the name of their order? Because their name did not cover all, neither does our present name cover all. If we had strictly lived up to "let well enough alone," where would our Federated orders be to-day? There would be no Federation. In the December number of *Magazine*, I think Brother Editor answers Brother Carl in excellent style. And as for looking Webster over for a new name, that is not necessary. We have Brothers in 344, generally called "Cow Boys," that could find a name without consulting Webster. In Vol. XIII No. 11, page 1009, I find some well penned lines from Lodge, No. 15. I am sorry to say none of our Southwestern Lodges can boast of a visit from our Grand Master, but can say we often hear of a Grand Master through the *Magazine*; but we are almost compelled to believe that we have none in the West. The members of 257, 328 and 344 did see our Vice Grand Master in May, but I am sure it would not have occurred had not Brother John came this way to organize Nos. 328 and 344. We sent word to the Grand Lodge by Brother John that we were not so wild and woolly as generally supposed, and had hopes that would fix matters up so this Brother Sargent would take courage and venture our way, instead of doing all the visiting among Eastern Lodges.

Now a word for 344. We have a membership of thirty-nine, ever trying to make the Brotherhood a success. Lodge meetings are generally well attended. Sometimes we think of electing a "chaser" to run the Brotherhood into the Lodge. We have several newly admitted Brothers who have already put their shoulders to the wheel. Brother McConley says he will bet money that 344 has the most unruly goat in the West. Brother Greaney and Brother Robt. Catlett think the same.

We will soon be very busily engaged in making arrangements for our first annual ball, to be given at the Opera House, on the evening of February 14, 1890.

In the meantime, it is reported that our Collector and *Magazine* Agent are most awfully tired of single life, and say we can't help it. "If we want to get married we have a right to." Go ahead boys, you are both of age. Yours, fraternally, Trinidad

ONLY A LOCOMOTIVE FIREMAN.

"Only a Locomotive Fireman," with scoop and pick in hand.

Furnishing the steam to whirl millions 'round the land;

Through tunnels, over trestles, through blinding snow and rain—

But the people think him only a fireman on the train.

"Only a Locomotive Fireman," with scoop and pick in hand.

But he keeps the train a going all over this great land,

Over hills and through the valleys, in sunshine, fog and hail.

We keep the boiler hot, boys, while flying 'long the rail.

"Only a Locomotive Fireman," even when for weary hours he's fired

"Old Scrap Heap" up and down the grade till every bone is tired;

He then lays down his pick and scoop, still no rest for him, poor man,

But down he goes, beneath "Old Scrap," to clean her old ash pan.

"Only a Locomotive Fireman." "Old Scrap" has made good time,

And she's in her round house stall ready for "a shine:"

And with scouring rag in hand the fireman rubs her brass.

'Till it shows his grimy face just like a looking-glass.

"Only a Locomotive Fireman." So at the end of every trip

He has to daub "Old Scrap's" smoke-box, before he takes his grip

And hies away to his cottage home, for which he pays big rent.

Reflecting that for extra work he does not get a cent.

"Only a Locomotive Fireman," but steadily on he goes.

Firing "Old Scrap Heap" for his victuals and his clothes.

No pleasure with his family, and little time to sleep. He's a locomotive fireman, firing "Old Scrap Heap."

"Only a Locomotive Fireman." Well, as the days go by

We must stand by one another. Shall I tell the reason why?

In "Union there is strength," and no motto can there be

Better for the Brotherhood, or for you and me.

"Only a Locomotive Fireman," but if true to one another:

If I to you, and you to me, are as brother to a brother.

Then "only a Locomotive Fireman," in power shall expand

Till the people all shall hail it as the proudest title in the land.

FORT WAYNE, IND.

C. H. T.

LOVELAND, IOWA, Dec. 14, 1889.

Editor Firemen's Magazine:

In writing to the December *Magazine* "Lone Star" remarks "That if a B. of L. F. engineer gets out of work Brotherhood men on other lines do not wish to assist him to get work as a runner, but want him to go back firing; and he also dislikes a change in name."

Now, this very change of name provides for the recognition of B. of L. F. engineers, not only by the fraternity, but also that the public and railroad officials shall know that we have not only firemen in our order, but engineers, and hostlers as well. A firemen's board of adjustment finds twice the difficulty in adjusting a B. of L. F. engineers' grievance that they do of a firemen's, because, we ourselves, have not made known by our name, that we have such in our order, who are entitled to its benefits. We have been tardy in bringing this matter up, but now that it is before the order let us second the able efforts of our *edition* to secure this step in the right direction. We cannot stand still. We must advance or retrograde. Let us advance.

As to difficulties met with in traveling, I have made a good many miles and I have met some Brothers who did not know whether they owned their soul or the engineer owned it.

They were exceptions. Most of the "boys" had a friendly hand and a kind deed for the traveling Brother and I met no better brothers than in the "Sunny South." I hope the editor will find time and space to "line up" such men as Corbin and Livingstone or rather Deadstone for he is a fossil. We have a glorious kick from the board of adjustment of the U. P. this month (December number).

If I read the reports of the Atlanta convention correctly, I believe our Grand Officers did just what they were instructed to do.

If the majority of the B. of L. F. on the U. P. authorized that document, it is in direct opposition to the acts of the men on that line, for the men of no road are more strongly *federated* than on this same U. P.

They have been the strongest advocates of *federation* in the past and I believe they are yet. The union just now being formed between the Farmer's Alliance and K. of L. demonstrates that all laboring men are drawing near together for mutual support and protection. Our order has been one of the first to say "federation," and we should keep it ringing until all workingmen shall stand shoulder to shoulder, to face the monopolies that are grinding laboring men into the ground, and which if it goes unchecked, means serfdom for all the poor in the end. Unity is strength we know that from past experience.

Look over the list of mighty trusts formed to crush the financial life out of small capitalists, who are not in the ring, and to rob the working people. Against these *we must federate* and present thousands of men against their millions of dollars.

Join hands all ye labor organizations across the gulf of the past. It won't be hard to bridge the gulf once you have commenced, and prepare all for the great struggle which will come sooner or later between *Capital and Labor*.

We must use diplomacy when we can. War when we must. Federation always.

Q. R.

NOT BUILT THAT WAY.

BY SWITCH.

MR. EDITOR:—My pen is not rusted and as yet I am not *busted*.

Nor, for all of Corbin's kingdom would I have you say.

That you think I'm something less than what I profess.

For by all the gods at once, I'm not built that way.

MR. EDITOR:—It appears to me quite clear that the new name idea,

Is something for which our brothers should all watch and pray.

In me there's not a drop of milk shake such as "Pop" puts in his communication—no, I'm not built that way.

MR. EDITOR:—I'd rather be an alligator than bounty-jumper or a traitor.

Rather be kicked by a jackass than to flicker in a fray.

I do not take fright when I'm fighting for the right. And the reason is, I guess, that I'm not built that way.

MR. EDITOR:—I'm not like those Denver fellows, a back-action, wind-worked bellows.

Who, when they should stand their ground, back down and run away.

I am not a vulgar fraction, nor the leader of a sore-head faction.

And find upon examination, I am not built that way.

MR. EDITOR:—I like bravery, chivalric courage, not knavery.

I like to shake hands with a brother, who I know has come to stay.

Men who in the storm and battle, are not like dumb, driven cattle.

And you can bet your Jerusalem town-lot that I'm built that way.

RATON, NEW MEXICO, November 16, 1889.

Editor Firemen's Magazine:

The words of the "cudgel" loving brother of Lake shore Lodge has raised a perfect tornado of just indignation among the members of Lodge 257, and were he within reach at present he would be treated to a dose of the same medicine he so unjustly applies in the Nov. No. of our *Magazine*. His nature and ideas must be on a par with those who are known to-day as Austin Corbin's slaves, else he would not use such terms for our magnificent order as "breeding pen for engineers." The very words make honest members blush to think that we have one among us with so little manhood and self-respect as to propose that the B. of L. F. be used to swell the ranks of the B. of L. E. I know of no instance wherein the engineers did anything for the B. of L. F. unless it was to their interest to do so. It is a well known fact that without the co-operation of the firemen the engineers are powerless, hence their apparent desire for the welfare of the B. of L. F.

We are of the opinion that the name of our Order be adapted to the present circumstances, for as it is now it falls far short of representing what the Order is composed of. Brotherhood of Enginemen, or Brotherhood of the Footboard would, we think, be a decided improvement.

Hoping that Brother Cross will find something more suitable to place above his autograph when next he writes than faultfinding with the editor of a magazine, that is acknowledged by impartial judges to be the very best of its kind in the country, I remain, Fraternally yours,

Scriptio Africanus.

JOLIET, ILL., November 20, 1889.

Editor Firemen's Magazine:

On the evening of October 26th Stone City Lodge, No. 355, gave its third annual ball in Armory Hall. The ball was a splendid success socially and financially, and reflects the highest credit upon the members of the Lodge. The Joliet *Daily News* refers to the event as follows:

"The firemen are just as precise in pleasure as in business, and every one of the twenty-eight dances on the programme received due attention. From the grand march at 9 o'clock sharp, in which about 150 couples took part, to the end of the concluding quadrille at 4:15, the beautiful ball room was a whirl of merriment. Pretty girls and gallant men flitted to and fro in bewildering regularity to the enchanting music of the Stone City orchestra.

"An adjournment was made at midnight to partake of the good things provided by Caterer Tom Creevy in the refectory. Visiting brothers were present from Chicago, Bloomington, LaSalle and Peru.

"The arrangements were well looked after by the committee. Messrs. C. Nolan, M. S. Perrigo and T. F. Hannon. Messrs. W. H. Brooker, H. McPeck, Jos. Cassidy, W. P. Pickett and T. B. Smith received the guests. Mr. M. McRoberts was chief floor manager, with Messrs. W. W. Brooker, F. C. Reed, M. O. Grady, Wm. Hogan, Joe Bannon and J. L. Murphy assistants. M. J. C. Molloy was ticket agent. The programme card was a pretty and unique piece of typography, with beautifully lithographed backs, appropriate for the occasion.

"The local branch of the Firemen's Brotherhood is a prosperous one, although only three years in existence, and has already done much for the social and material advantage of its members. This year it is officered by W. W. Brooker, master; W. P. Pickett, deputy master; J. C. Molloy, secretary; T. F. Hannon, receiver, and H. McPeck, collector."

The members of 355 now have the reputation of having given the best public ball of which the city can boast, and the boys all feel justly proud of their success. Fraternally yours, W. W. Brooker.

ROODHOUSE, ILL., Nov. 18, 1889.

Editor Firemen's Magazine:

I beg a place for a few lines to write of J. M. Dodge Lodge, No. 79. It is still in existence, but the ambition and enterprise of the members is going down. We have not had a meeting for a long time, and the day for our annual ball has come and gone and no ball. The life seems to have gone out of most of our members. There is as good material in 79 as any Lodge in the country. There is Bro. Adams, and Bro. Becraft, and Bro. C. A. Timlin, who have been members of the Firemen's Brotherhood for many years, all of whom would sacrifice anything to benefit the Lodge, but they are all engineers and do not have the time that some members have who are firemen and have special interest in the Brotherhood of Locomotive Fireman. Bro. Timlin is about to start out on a matrimonial trip, with a bride who is one of the fairest daughters of our city. We all wish him happiness and prosperity, a clear track, a smooth rail and plenty of sand.

Firemen's Friend.

PHILADELPHIA, January 1, 1890.

Editor Firemen's Magazine:

I'm a fireman on the "Reading," have just come in and the New Year's bells are ringing—

And this whole durned city, from center to circumference, is full of noise.

Besides, here in my room, there is talking, dancing and singing.

Because it's sort of headquarters, where congregate the boys.

Where they come to talk over old times, before Corbin, the Russian autocrat.

Knocked Labor Organizations, Lodge, Division and Assembly into a cocked hat.

But I take my pen in hand to write about the dear, old year.

Who an hour ago handed in his checks and departed—whither?

The Lord only knows. I saw him stretched upon his bier.

And soundly denounced him for the unseasonable weather.

And for the scourge, the "Russian influenza, *alias* "la grippe,"

And I fancied he said, "Corbin, farewell. I skip."

I don't want to hold the old year responsible for a temperature 73 above zero.

If I did, it would be useless—he's beyond all legal jurisdiction.

It is much more in line of manhood and independence to curse our Nero.

Our Corbin, curse or degrading, Russianized affliction.

But I can't do the subject justice—facts are like a hideous dream—

And I leave the whole infernal business to the *Locomotive Firemen's Magazine*.

Yours in the bonds of hope,

Dom Pedro.

Cheering Words from the Pacific Coast.

WEST OAKLAND, CAL., November 29, 1889.

MR. EDITOR:—It is not often you see anything in the *Magazine* from E. C. Fellows Lodge, No. 143, and some may imagine we are all dead or sleeping, but I assure you such is not the case; for we are wide awake and working hard to promote the interests of the brotherhood in this part of the country. Ours has been all up hill work and we had many obstacles to overcome, but patience and perseverance conquered and to-day we have a Lodge that can compare favorably with any in the Order. When Bro. Hannahan was here lately, he gave us great praise; for the business like way we conducted our work. About three years ago when my eyes were first opened to the work of our noble Order, we had about twenty members and held a meeting about once in two months. Members were leaving by withdrawal and dropping out for non-payment of dues, until it looked as if we would have no Lodge at all. Our enemies (and we had many), were quite elated, and you could hear it boasted, that the firemen's Lodge was nearly gone under. But a reaction came, some of our boys saw where we were drifting to and took off their coats and began a good fight for the preservation of our Lodge, and the result shows for itself. To-day we have fifty members and new ones coming in at almost every meeting. Firemen here, who a short time ago, were ready at any time to talk against our Order and ridicule our actions, now keep mum when the subject is brought up. The young firemen coming up nearly all join our Lodge as soon as they are eligible and as a class, they are ahead of the older ones, for intelligence

and fidelity to the brotherhood. We have a number of young runners who are still faithful to us, and again we have lost quite a number who left us to join the B. of L. E. Several tried to make themselves believe it was right that they should do so, but when cornered they all acknowledged they could not see the justice of such a law. We have great hopes for good results from our next convention in San Francisco. The unanimous feeling here is that we should change the name of our Order, not but what we are proud of the B. of L. F. and dislike to give up the name we have sailed under, and under which we achieved so much success but we feel that considering how many engineers and hostlers we have, the name B. of L. F. does not answer the purpose. We have lately moved into a fine large hall and our weekly meetings are well attended. We have organized a ladies' auxiliary; the first one west of the Rocky Mountains and it has been a great help in more ways than one and I would advise every Lodge that desires to prosper to immediately organize a ladies' auxiliary, no matter if they can not obtain a large membership you will soon learn its value.

Several of our boys have married recently and if some more of them would follow suit it would help the Ladies' Lodge along. Our fifth annual ball was a grand success financially and otherwise. It had the largest attendance of any ball ever given in Oakland, the fact must be quite galling to some of the social clubs and military companies to think that the tallow-pots can beat them giving a ball. Unity Lodge, No. 13, Ladies' Auxiliary, cannot receive too much praise for the valuable assistance they rendered us in making the ball a grand success. Every one highly praised the supper that the ladies served and said it was one of the finest balls they ever attended. Two prizes were offered, one a nice B. of L. F. pin for the member of No. 143, who sold the most tickets, won by our Past Master T. J. Roberts, and the other of a pair of B. of L. F. ear rings was won by the wife of Thos. Kearney, our Vice Master. Wait until our next.

One of our members has just completed a trip throughout the whole country, and everywhere he went he slandered the fair name of our of 143, and made statements that were false and misleading. He just arrived home and he will receive such a reception he so richly deserves. After doing all we could to help him along, that is the way he showed his gratitude. We all keenly feel the disgrace of having such a member, but we are all liable to be imposed on. In some parts of the country where the standing of 143 was not known, he made an impression both on the feelings of the members and on the treasury of the Lodge. But when he got around to where we were known he got a cool reception. Hoping this will find space in the *Magazine*, I remain

Yours fraternally,

Far West.

The Denver, Ft. Worth & Texas railroad have ordered from the Baldwin Locomotive Works, ten consolidation engines with 20x24-inch cylinders.

The Toledo, Ann Arbor & North Michigan road has five new engines under contract, which are nearly completed, and will probably be delivered this month.

MISSOULA, MONT., December 20, 1889.

Editor Firemen's Magazine:

I earnestly desire the assistance of the members of the entire Brotherhood in finding my brother, Alfred Morris, from whom we have not heard since 1884, at which time he was firing engine No. 272, on the Denver & Rio Grande railroad, out of P. V. Junction. My desire to hear from my brother is greatly increased by the fact that my aged parents are continually inquiring if I have any news from Alfred? It pains me to tell my poor old mother that no tidings have come from her lost boy. Brothers, will you help me to find my brother? If he is dead the sad news will not be more painful than this long-continued suspense, and I assure you that my aged parents and I will ever feel grateful.

E. Morris.

LOUISVILLE, KY., December 20, 1889.

MR. EDITOR:—A good while back I thought I would write something for the *Magazine*, I got the idea that I could fix some things that were out of order, polish up the brass, etc. But just about that time I read in the *Magazine* something about buying a dictionary for the purpose of helping a fellow to spell. I went right off and got me one of these books. I got a little book that gives a few plain rules about composition and I have had them with me in the cab ever since. Now my grammar may be a little off, if it is I want you to get it into shape, but I won't make you mad on account of spelling; it's O. K. according to my dictionary. Now I will not write about the boys whose wives have presented them with babies. I am not going to write about the boys who have got married, and the boys who are going to get married, such things are chestnuts. I want to say that I want the Brotherhood to have a new name. I want it because just as the *Magazine* says, our present name don't suit our conditions. I want a name that tells the truth about us. We are a Brotherhood of the foot-board. We are a Brotherhood of enginemen, that is just what we are. We have not firemen, hostlers and engineers. I want a name that tells the truth.

Now you see, Mr. Editor, I am not afraid of enginemen getting to be too strong in our order. Not a bit of it. I am a fireman because I want to be an engineer, and when I get to be an engineer I am going to stick to my old order, and don't you forget it. I am no "breeding pen" fireman, I am for federation. I am no swell-head. I can work with switchmen and brakemen and engineers and conductors. If we can have federation Austin Corbin can't knock us out, smash our Lodges as if they were egg shells, and you can't have any more C., B. & Q. strikes.

I've been reading the *Magazine* ever since the Atlanta convention, and I like the way it has talked about the new name and about federation. I swap books with the switchmen, the brakemen and the engineers, and I read them all, and I tell you it makes me feel proud clear down to my toes to have them praise our book and its editor, because he isn't afraid to talk to the boys; to give it to old Corbin and Livingstone, and my engineer told me in our last run that he wished his Journal was half as good as my *Magazine*, and one engineer told me to change in the laws of the engineers at Denver

wouldn't have been made only because the *Magazine* had pitched into them and showed them up. I have read what the *Magazine* has said about men's independence and such things and I like that kind of talk. I think when a man hasn't any independence he is of mighty little good to the order. They are the fellows that kick, they appear to be mad because everybody isn't as weak-kneed as they are. They are always getting down, but I guess there are enough who have courage to pull the order through in spite of their kicking. For one, I am for the B. of L. F. all the time, and we have a big lot of boys here who think as I do.

Yours fraternally,

Rastus.

DUNSMUIR, CAL., December 16, 1889.

Editor Locomotive Firemen's Magazine:

Thanksgiving night, November 28th, was one long to be remembered by the members of Mount Shasta Lodge, No. 312, the occasion being a grand ball given by the members of No. 425 B. of L. E. and No. 312 B. of L. E. at Sisson, fifteen miles north of Dinsmuir. The hall was elaborately decorated with banners, flags and colored lights. Precisely at eight o'clock the grand march was begun headed by floor director Jno. O'Neil and wife. As the couples passed the headlight at the head of the hall each received a neat and tasty souvenir in book form containing a neat cut of one of our ten wheel Rhode Island engines, the order of dances, the officers of Mount Shasta Lodge, No. 312, and officers of A. J. Stevens Division No. 425, and from that time the floor director and assistants kept dancing going at the rate of sixty miles an hour including stops. The members of the Niles band were compelled to run their air-pumps to full capacity in order to keep pace with the untiring dancers. At 12 o'clock Mr. A. Person, proprietor of the Depot Hotel, was presented with a gold-headed cane for the many courtesies showed to railroad men since this eating house has come under his management. Supper being next in order the couples once more formed in line and were guided to Doney's Hall, where they were seated to a delicious and bountiful repast; after partaking of the good things for nearly an hour and the band having replenished their fires and gotten up a full head of steam, we retraced our steps to the hall and kept up the dancing until 6:20 A. M.

Through the kindness of our Master Mechanic, Superintendent and General Manager we were granted a special train from Dinsmuir to Sisson and return, gratis, and also the use of our decorations, etc. Many were the expressions of approval of the way the affair was conducted. It was one of the most enjoyable events that ever transpired in this section and was due mainly to the increasing efforts of our energetic committee of arrangements, consisting of J. M. Campbell, J. D. Cummings and Jno. O'Neil of the engineers and F. B. Farmer, A. De La Montague and H. L. Walther of the firemen. In all it was a grand success socially and financially. Before closing I would say a few words for 312; she is gaining steadily in membership and pocket-book, and before many moons roll by we will have this part of the world with a barbed-wire fence around it.

Fraternally yours,

F. W. Walraven.

NORWALK, OHIO, Dec. 16, 1889.

Editor Firemen's Magazine:

I think that it is about time something was heard from Maple City Lodge, No. 198. I have waited for some one more competent than myself to say something for us, but have waited in vain. I have never seen anything in the *Magazine* from No. 198 yet and I do not want our Brothers to think that we are all dead here, so I will do the best that I can to let them know what we are doing. We held our second annual ball on thanksgiving evening and it was a success, both socially and financially, and we boys feel well satisfied with it. And now a few words about our lodge; we number thirty two members, and as all but one are on one road, and that we only have thirty-five engines and only about forty firemen in all, I think it is about as good a showing as any road around can make and the boys are all wide awake and ready to stand up for the B. of L. F. every time, and any Brother that finds his way to Maple City Lodge, No. 198, will find friends of the right spirit and will not go away empty handed. Our master, V. C. Fritzsimmons, who is noted for his fatness, is the right man in the right place, when he is in the chair the boys have to attend to biz. Our Secretary, H. P. Boyley, is not very large, but he gets there just the same, and is always on hand to attend to business. In fact, we have a good set of officers and all have the welfare of the Order at heart and do all they can to help it along. Promotion has not been very rapid with us here on the W. & L. E. for the last two years, and them that do get on the right hand side, a few leave us, but I am glad to say that a good many stay by the good old B. of L. F. and say they intend to keep on doing so. Business is good here with us now and all the boys are drawing good pay. We built thirty-five miles of new road last summer and intend to build more next summer. They talk of building to Pittsburg, if they do, the W. & L. E. will be quite a road. Presently we only have 200 miles of track. We have three new engines coming of the Pittsburgh make; when they come we expect that they will give one or two more of our B. of L. F. boys a show.

I remain, yours,

Reuben Glue.

TACOMA, WASHINGTON, Dec. 19, 1889.

MR. EDITOR:—As it seems to be the custom for all the kickers to express themselves in our *Magazine*, I beg leave to work off a few ideas that have presented themselves to me. As I look over our December *Magazine*, which is in first part, pure in sentiment, showing deep thought and intellectual powers, awaking the reader to the uncertainty of life and the instability of earthly things and puts forth teachings of the purest character, and on through this grand medium of ours, we find articles tending to educate us both morally and mentally. While in our Mechanical Department, we find ideas presented by some of the advanced men of our country, which appear to us in all as a fine castle of pure sentiment and intellect and our grand motto over the door, "Protection, Charity, Sobriety and Industry." But come with me now and take a look over the back yard fence, of the same house, size up, think of the

sayings and the attitudes some of the occupants and supporters assume. You find one group discussing the change of name. They warm up in remarkable shape, talk loud and long, knowing there are outsiders, just over the fence, who are listening regardless of the engineers who live next door, taking in every word and commenting on the weakness of men, who are getting sarcastic and putting to blush the "fraternity" and "Brotherly Love." Some are discussing federation and its advantages others claim the present federated board is unconstitutionally organized, while some of the agitators of the B. of L. E. look over and cry "I told you it would not work." Then some of our Grand Officers take a hand in the matter and give some of the Brothers a roasting that serves to lessen their faith in the fraternal feeling which exists in the hearts of the majority of our members. Now Brothers, should not this progenitor of unkind feelings be stopped? If these questions are of such an urgent nature and must be decided in the near future, then let it be in our legislative sessions and if they need discussion in order to be brought before this Brother in the proper light, let it be done in union meetings, and not before the public, thereby depriving those unfriendly to us of the advantage of knowing that there is desolution in our ranks. This leaves an open place in our walls of protection, which everyday, some unscrupulous person takes advantage of and gives a thrust. Now Brothers, I do not think the *Magazine* was intended for the purpose of allowing any one, who would throw up the price of our *Magazine* to know the inmost feeling, spite, envy and malice of some of our members shown in some of their articles. We, I sincerely believe, should be more guarded in our writing or use the space for more useful matter, and let frequent legislation do the work urged by these cutting penman. If I do not get roasted for this attempt, I shall believe there are others with the same opinion as myself.

Yours, fraternally,

Jno. Malin.

GRAND RAPIDS, MICH., November 21, 1889.

Editor Firemen's Magazine:

I see in the November *Magazine* that S. W. Hodge takes the brothers in the South to task. Now, I have been in the South and can say that I never was used better than I was with my Southern brothers. Our brothers in the South have a harder row to hoe than the rest of us, for there are lots of negroes firing, and the B. of L. E. don't stand by the firemen as they ought to do. Besides, it makes a difference, sometimes, how a man handles a card. I know there are lots of good B. of L. E. men in the South. On many of the railroads a card is as good as the money. I am sorry to say that we have brothers who belong to the Order, and that is all. They never go to a meeting once a year; still they call themselves Brotherhood men. It seems to me that there ought to be a clause in our Constitution and By-Laws requiring members to attend Lodge meetings when not prevented by business or sickness.

Yours fraternally,

A Member of 265.

RAT PORTAGE, ONT., December 19, 1889.

Editor Firemen's Magazine:

Owing to the distance that separate the several B. of L. F. Lodges on the Canadian Pacific Railway system and the expense of bringing together delegates to form the Joint Board of Adjustment, the very important duty has been neglected. Northern Light Lodge, No. 129, wrote to all Lodges on the C. P. Railway system, requesting them to vote on a place of meeting for the formation of the Board, at the same time recommending the city of Winnipeg as being centrally located between the Atlantic and Pacific oceans, to both of which the C. P. Railway extends. The vote was in favor of Winnipeg, and the meeting convened in that city on December 3d in Assiniboine Hall, and the following Lodges were represented, viz.: Nos. 129, 225, 262, 296, 305, 321, 341, 342 and 590. The Joint Board was duly formed according to the requirements of section 200 of our Constitution and remained in session for three days. Everything pertaining to our department over the entire C. P. Railway system was thoroughly discussed. Division No. 96, B. of L. F. held a union meeting on the night of December 4th, which was largely attended by engineers and firemen and much valuable information was received by all present. Such friendly interchange of ideas by engineers and firemen employed in every system cannot but be fruitful of much good.

Among the many courtesies received by the Joint Board in Winnipeg, none were more appreciated than Brother Johab's oyster supper, and Brother Wood's evening at home. The delegates met many true friends of the B. of L. F. in Winnipeg, but we believe that the most lasting impression was made by John Collins, a native of the Prairie City.

Chas. Unwin.

CORSICANA, TEXAS, December 11, 1889.

Mr. Editor:—I received my *Magazine* some days ago, and as my engine has been in the shop for the past two days, I have devoted my leisure hours to the perusal of its interesting and instructive pages. I have been a subscriber to the *Magazine* for the past year, and have kept each number, and intend having them bound in one book for future reference. I am sorry there is not an index attached to the December number for the year, as is the case with several periodicals I take. Don't you think that that would be an improvement that you could make to the *Magazine* for 1890? I have read with interest the various letters from the brethren on the different subjects, but more especially those concerning the change of the name of our order. I am very much in favor of the change of the name to something that will indicate what composes the membership. In our Lodge we have quite a number of engineers and hostlers who will remain with us; our principal officers are engineers and hostlers. Our boys have fared well this year during the busy season, a number of them have been transferred to the right side, and have done credit to their promotion. Bro. Alex. Kessinger, who graces the left side of the 77, and Bro. John Johnson, who pulls the bell cord of the 10, have both recently obeyed the Scriptural injunction "to take unto themselves a better half." Both of these are passenger men, and a number of the boys are now

anxious to change off with them, thinking that they might capture some charming damsel along the line, if reports be true, though it is not confined to passenger men, as one of our ten-wheeler boys, it is said, will in a few days capture one of the fair damsels of Ennis and join the grand army of Benedict's. Our road, the Houston and Texas Central, is getting ten new ten-wheel Cook engines, said to be fifty-five tons. The boys are not elated with the prospects of tackling an eleven-foot fire box, especially with Frisco slack coal.

I see in the *Magazine* that it is reported that the Texas Central round house and shops will be removed from Corsicana to Houston. The main shops of the Central are now in Houston. There was a move contemplated from Corsicana to Ennis, Texas, but there has been some legal steps taken by the citizens of Corsicana to prevent the move. The matter is still in the courts, and nothing can be done until that matter is decided. There is very little to move from here, as the buildings are about gone to decay.

Our Lodge is doing very well, gaining accessions at nearly every meeting, and a nobler band of brothers could scarcely be gotten together. We are on a safe financial footing, with an enthusiastic membership. I am, fraternally yours.

Alpha.

Mr. Editor: The readers of the *Magazine* live in hopes that the next issue of the expected report of the Labor Bureau will contain something of lasting benefit to the Locomotive Firemen of Wisconsin. Mr. F. Flower, ex-labor commissioner, "flowered" the last one in a peculiar manner or way of his own. The O. R. C. was toasted in a manner royal and princely, and to add to this eyesore, much space was set aside for "The Painter," residence at Unity—perhaps a side-track on the Wisconsin Central.

The idea of filling up a state report of labor statistics with such alleged rot and hog-wash is unbearable.

Our idea is that it is a disgrace abroad, if they exchange with other state departments having a similar bureau. Be it as it may, brethren, you would have an idea very similar to others, if you saw this report, and realized that much of the information came from a small town in the lumber district of Wisconsin, located on the "banks of a side track," the switch lights of which probably answer for both gas and electric light, and the population outnumbered fifty, all told. The painter, Thompson, of this "burg," is granted much space, and it is also alleged that people who have looked up the Unity correspondent, might be warranted in condemning such reckless expenditure of money in the attempt to give us truthful information. Therefore, it may be in order to ask the governor to dispense with such an attempt to do nothing, and in the coming report see that the commissioner omits the O. R. C. squib, also anything from Unity. Take in something that is of more magnitude. The only feature in the report of 1887-88 that is redeeming is the "Address of the Stationary Engineers." If all the rest were cut out, there is little doubt but what the *only* bright feature would remain. It is quite ancient, but like all good things, it never depreciates in value. There are a few good ideas embodied in the B. of L. F. con-

stitution. The strike clause could be omitted, for it is no doubt objectionable—compared with what ex-Commissioner Flower attempted in his floral (?) decorations of the O. R. C. With all due respect to the "protective" policy of the party in power in Wisconsin, we hope this will answer as a hint to protect us from any more *excuses* to endeavor to do something for us. We have never been at Two Rivers, Wisconsin, neither do we expect a report from a place where men are worked, and, it is alleged, never see a "pay day."

BADGER.

FORT DODGE, IOWA, December 10, 1889.

Editor Firemen's Magazine:

Our fourth annual ball, November 27th, was a success. There was present between 300 and 400 people, and everybody had a good time. The Lodge cleared about \$75.00, so everybody was well satisfied. We had a bad day for the ball, as two of our brothers, Engineer A. Dubois and his fireman, were buried that day at Waterloo. Dubois left here Sunday, November 24th, about noon, on a wild train, with two heavy engines, and when one mile east of Aplington a bridge broke down and Dubois and his fireman were buried under seventeen cars, loaded with stock, so the feeling amongst the boys was not as cheerful as it would have been under other circumstances. The hall was nicely decorated, and we had the K. P. band of Sioux City.

I, for one, like the writing about the "Breeding Pen" in the last two *Magazines*, and think it is time for the B. of L. F. to stop doing any more "breeding" for the B. of L. E.

There are several of our members who have been up to be examined for promotion lately, but it seems that they will have to study Forney a little more before they will pass our M. M., but we hope they will have better success another time.

Business is rather dull out in this part of the country, yet we are waiting for snow to buck, so the boys can have a little fun.

A Member.

No. 4,147.

MR. EDITOR:—Don't forget this number. You will never let what it contains slip through your memory. If you apply for this document at the Document room of the House of Representatives, Washington, D. C., and get it and read it, you surely can't very well forget what its pages contain. Apply to your member of Congress for one. In reply to his probable announcement that "there is no more in stock," petition him to take proper steps to have 5,000 printed. Then there will be enough of the "Report of Labor troubles in the Anthracite regions of Pennsylvania" to go around among the various Lodge rooms of all labor organizations. It contains nearly 800 pages, good print and paper and is worthy of a good binding. Get one, have it bound in coffin black. Let it be known as the property of your organization to be read by all the members. This will induce you to think that some sections of Pennsylvania are similar to Russia. A move is now on foot in Russia to abandon the jury trials. It will not be long before jury trials in Pennsylvania will be little else than mockery. The recent account of the shooting of exiles in Russia because

they "petitioned" for something of a trifling nature is about as bad as the practice of pigeon-holing our "petitions" in this "free country." Jury bribery and mock trials as they are often termed here, are fully as bad as stealing the petition of laboringmen to prevent them from ever being acted upon. These things are every day occurrences in America. Read, reflect and acquaint yourselves with these schemes to gradually makes serfs of you—America's sons.

Commissioner.

SMITH'S FALLS, ONT., January 7, 1890.

Editor Firemen's Magazine:

I think it is about time we were hearing something from 335. Well we have had a very good winter, so far, for our business. Not much snow; that means few snow plows. At the same time a number of our boys are down sick with that terrible disease "la grippe." Bro. Hand is very ill, also Bros. Pring, Martin and Pye, but we hope soon to see them all around again. I must say that No. 335, is coming up again in its members. Last year having lost quite a number with the strike however, I think the majority wish they were in their old places again. Bro. Golden seems to have a big time down town at certain times. Look out Bro. Golden you don't get run in. Bro. Cameron is also among the sick ones, he is at his father's in Carleton Place. However, we hope a few days good nursing will set him right again. How are the girls at Chesterville, Dan? Hang on if you can. "Opposition is the life of trade."

H. Pye.

*For the Magazine.***ETERNITY.**

Eternity! eternity!

Oh who can comprehend
The boundless scope of such a thought—

Of years that never end?

This life so strangely brief,

The next so strangely long;

One, sadness, pain and grief—

One rapture, peace and song.

Eternity! eternity!

All things beside grow old:

Though earth's last atom pass away,

It would not then behold

The morning light begun

Of that eternal day

Which knows no sinking sun,

No feeble, flickering ray.

Eternity! eternity!

Oh who could give an hour

For careful thought on such a theme,

And still reject the power

That beckons to the light

Unseen by mortal eye,

To mansions fair and bright,

Our home beyond the sky?

Eternity! eternity!

Last refuge of the soul,

Oh may the glories of that land

My wandering thoughts control:

For groping to and fro

The sad heart yearns to see

And all thy rapture know,

Oh blest eternity

Geo. W. Hall

STANBERRY, MO., Dec. 21, 1889.

The Baldwin Locomotive Works, of Philadelphia, Pa., have delivered six engines to the Baltimore & Ohio for fast freight service.

WATER VALLEY, MISS., January 12, 1890.

Editor *Firemen's Magazine*:

Nobody has written from our lodge, so I thought I would write a few lines. Our M. M., Mr. T. J. Price, has taken our worthy receiver, Bro. J. R. Bengtson, off the road, and put him to work in the round house for a few months, from where he will promote him to the ranks of engineers. Good luck to our receiver, our new master, Bro. W. H. Price, the son of our M. M., is a dandy, and don't you forget it; also is our collector, Bro. Guess. The happiest man in our lodge is Bro. J. R. Gaffney. He is shoveling coal in engine 324, a passenger, for a jolly old boy, whose name is Charlie Dunn, and you bet they always get there. Bro. Guess, our collector, is shoveling coal for another fireman's friend, Mr. A. J. Law, on engine 340, passenger also. The rest are hustling freight, with the exception of one who is running the switch engine here. As this is all I know at present, and it is the first time I ever tried to write for the *Magazine*, I hope it will find some space in your columns. With many good wishes for 402, fraternally,
Tallow Pot.

Personal.

L. F. STEPHENS is in the harness again as Receiver for Big Four Lodge, No. 337.

The question is asked as to how Bro. F. Clough of Folwell Lodge, No. 326 caught that cold.

S. E. CANADY, Master of Perseverance Lodge, No. 98, is accredited with being the right man in the right place.

At Salida, Col. will be found a body of brotherhood men who are alive to the times. There are no flies on No. 140.

T. KELLINGER, has been given the sobriquet of "Trapper No. 140," and our Vice-Grand Master says he has earned his spurs.

PROFOUND sympathy is expressed by the members of J. F. Bingham Lodge, No. 135, for Brother Bell who mourns the death of a father.

CHAS. GERLOCK, of Mahoning Lodge, No. 199, has met with a sad bereavement in the death of a beloved wife. Bro. Gerlock is left with a family of small children to whom the loss of a mother is a severe blow indeed. The *Magazine* joins with the members in profound sympathy with Bro. Gerlock in his great affliction.

It would have afforded us special pleasure to have responded in person to the invitation of Mr. and Mrs. James Prescott, to be present at the marriage of their daughter Alice, to Brother Charles A. Cries, Secretary of Golden Gate Lodge, No. 91, January 1st. The marriage took place at Pajaro, Cal., the home of the bride's parents, and the *Magazine* sends its congratulations with the salutation, a happy New Year to bride and groom, and a wish that to them, marriage may not prove a failure.

Names of Magazine Agents.

In numerous instances the names of last year's *Magazine* Agent still appears in the subordinate Lodge directory. This is due to the fact that the name of this year's Agent has not been reported to the Grand Lodge. Secretaries will oblige us by examining the name and address of their *Magazine* Agent as it appears in this issue of the *Magazine*, and if not correct to report at once the name and address of the present agent.

We regret to announce the death of Brother Matthew Wilson, of Calumet Lodge, No. 249, who fell at his post of duty November 23d. Brother Wilson was only 23 years of age and his death is deplored by all who knew him. Lines "In Memory" of Brother Wilson by C. H. Titus, are expressive of the high esteem entertained for Brother Wilson, but we have not space for them here.

Absentees Corresponding With Their Lodges.

Complaints are constantly being made that members do not correspond with their Lodges when absent from the place where the Lodge is situated. This is a source of constant annoyance to the Secretary of the Lodge, and is in violation of the laws of the Order. It is of great importance that the duty should be strictly performed and we hope this notice will result in bringing about a reformation.

A correspondent, writing over the chaste and elegant *non de plume* of "Jack the Ripper" sends in a poem on the "Durned Waste Basket." We give one stanza of the forty comprising the production:

"The waste basket to me is mighty chillin',
If I could, I would be willin'
To bust the waste basket to flinders,
Or, set it on fire and burn it to cinders."

The trouble with "Jack the Ripper" and men of his type, is that they can no more write poetry than a hog can whistle yankee-doodle, and just how they manage to escape the fool killer is a mystery.

We acknowledge the receipt of the "First Annual Directory of I. B. of R. C., December, 1889," issued in "commemoration of the organization of the B. of R. C., December, 1888."

The Brotherhood now has forty-seven Divisions and is booming. Its foundations were laid in correct principles, and its splendid rise demonstrates that Railway Conductors are in sympathy with all the tollers connected with the great railroad enterprises of the times. Most heartily do we congratulate the B. of R. C. We admire the pluck and pertinacity of the membership, and the splendid qualities of head and heart which have distinguished the Grand Chief of the Order, Col. Howard, from the start.

THE Buffalo *Tidings*, of November 12, 1889 prints an excellent portrait of Bro. J. J. Knauff, Master of Buffalo Lodge, No. 12, B. of L. E., giving the following brief sketch of his career as a railroad man. The *Tidings* says: "Mr. Knauff commenced his railroad career on the Grand Trunk Railway at Point Edward, Ont., in 1881. One year later he was transferred to Fort Erie and afterwards to Buffalo. For nearly seven years he served as fireman on the Grand Trunk system, resigning his position in August last to accept a similar one with the Delaware, Lackawanna & Western in the Black Rock Yard. Four years ago he was chosen Vice Master of Lodge No. 12, and the following year elected Master. At the convention held at Atlanta, Ga., recently, Mr. Knauff represented his Lodge with credit and ability, receiving many well deserved compliments from the press. While with the Grand Trunk he served for several years on the Brotherhood's Board of Adjustment, during which period he had occasion to appear before General Manager Hixon at Montreal a

number of times, and was successful in satisfactorily adjusting a number of serious grievances. Mr. Knauff's prospects as a rising young railroad man are exceptionally bright." Brother Knauff has on many occasions given evidence of large capabilities and shown himself worthy of the great confidence reposed in him by his Lodge. The Brotherhood has a host of coming young men of whom it may well feel proud.

THE St. Joseph (Mo.) *Gazette*, in a recent issue, pays St. Joseph Lodge, No. 43, the following well merited compliment:

Notwithstanding the great blow it received during the trouble of 1888, it is still before the public. St. Joseph Lodge, No. 43, with W. E. Sullivan at its head states it is in splendid condition, but not so large a membership. The Lodge now meets at Kishner's hall on Market Square the first and third Thursday of every month, they being compelled to move to those quarters on account of the northern roads. The list of new officers is as follows: W. E. Sullivan, Master; G. W. Whaley, Vice-Master; C. C. Montgomery, Treasurer; F. P. McDonald, Secretary; W. E. Sullivan, Collector; C. B. Richer, Assistant Collector.

The Brotherhood of Locomotive Firemen has many Lodges that in the dark days of 1888, passed the ordeal of the C. B. & Q. strike with unflinching fidelity to every obligation, and among them St. Joseph Lodge, No. 43, was equal to every demand. The battle was fierce but the flag of 43 was never furled or trailed. All honor to such Lodges; they are bound to succeed.

Firemen who Disgrace the Brotherhood.

To refer to mean, scoundrelly firemen who disgrace themselves and the order, is not a pleasant task. Fortunately, the Brotherhood of Locomotive Firemen is not greatly burdened with such characters; but we write with letters on our table crying out lustily against a few tramping scamps, who with credentials in their pockets, certifying to their good standing, use them to impose upon their confiding brothers, obtain employment upon their recommendation and then prove themselves to be utterly worthless. A letter from Macon, Ga., says: "Two men from Aurora came here and obtained work and both of them have quit, just to float, I guess, and one of them sneaked out of town and left a \$16.00 board bill for me to pay, or else swindle a poor widow out of it. I believe such men should be brought to account for such conduct," certainly. Let no time pass until such men are hunted out of the brotherhood. Another letter from Louisville refers to a fireman, who secured a pass by the lodge, which while using, he got beastly drunk on the train, insulted the conductor and was put off, bringing the lodge into disrepute, and greatly injuring the brotherhood. Such men disgrace the brotherhood and should not be permitted to remain in it a day. A horse with the glanders, or a sheep with the scab, is not more dangerous to herd and flock, than such firemen are to the character and standing of the brotherhood. Let them be bounced at the earliest detectable moment.

Wheaton Rampant.

Brother Wheaton, of the O. R. C., writing to the *Railway Conductor* under date of December 20, 1889, seems to be laboring under influences which seriously disturb his mental equilibrium. He exclaims, "When, oh, when, will our members and the conductors of the country wake up to the idea that it is their duty to protect themselves first, and if anything else is to be done let those to whom they are under obligations take care of themselves."

We opine that conductors as a class know how to "take care of themselves," but Brother Wheaton says conductors "almost daily are asked to do something for some one outside of their legitimate line of work." Who, of all the toilers on the world's busy highways, are exempt from such requests? "Yes," says Brother Wheaton, "not only asked but are doing it." Well, by all the gods of mythology! Conductors by responding to such requests take on the robes of nobility. Would Brother Wheaton have conductors go about with their hearts as cold as ice? with never a throb of sympathy? with never an open hand?—just taking "care of themselves." Is that the "idea" that Brother Wheaton wants "our members" to "wake up to"? Brother Wheaton says: "Scarcely a month rolls away without a record being made of the dismissal of a conductor for favoring some one;" and then Brother Wheaton asks: "Where and when will it stop?"

What is it that Brother Wheaton wants to stop? Is it the "dismissal" of conductors? Does he want conductors to refuse absolutely to do a favor to "some one outside"? Does he want to "stop" generous impulses?

Does he want corporations to "stop" employing spotters? The Lord only knows what Brother Wheaton refers to when he asks "When and where will it stop?"

Says Brother Wheaton: "No organization can sustain wrong-doing and live." That's a fact. Brother Wheaton: no organization of wage men can advise *scabbing*; no organization of workers in this age of the world can live an honorable life by withdrawing its sympathy from all other similar organizations; no organization of workmen can live in this age, except under a load of unspeakable scorn, that helps corporations to rob and degrade workmen. Live they may, but it will be with blood clots on the brain, ulcers in their lungs, with bow legs, crooked spines and club feet.

Brother Wheaton says: "As a rule, members expect too much of organizations." That is to say, we presume, that some members expect too much. We do not believe it is true that the majority of members of labor organizations "expect too much" of them, but those who do expect too much are noisy, clamorous, do little and demand a great deal. But every member of a labor organization has a right to expect certain benefits from his organization. He has a right to expect that under no conceivable circumstances will he be rebuked for doing a generous deed to "some one outside"; that under no conceivable circumstances will he be required to *scab*; that when in the discharge of his duties, he is subjected to any degrading conditions or is made the victim of

any injustice his organization will stand by him and do what it can to defend and protect him; and with such reflections, we inquire "When, oh when" will Brother Wheaton, grasping his boot straps, lift himself up and out of his prejudices and lead his organization into harmonious action with other labor organizations?

Walter A. Sawyer's Death.

Referring to the sad death of the late Bro. Walter A. Sawyer, the *Independent Statesman* (Concord, N. H.), of December 5th, contains the following statement, signed W. K. B.: "Rumor was entirely at fault in regard to the cause of Walter A. Sawyer's death. It was not a railroad accident, but a violent attack of typhoid fever, which, after a run of twelve days, terminated in death. He was running a stock train between two points on a section of the Rock Island road to Kansas; the route was one of great difficulty and danger, but by incessant watchfulness on his part he was enabled to bring his train through in safety every time. His boarding place was Caldwell, and one day, when below there, he was taken violently sick, and was obliged to leave the train and go back to Caldwell. He immediately took his bed. The family watched over him with the greatest care, medical counsel far and near was called in, everything that respect and love could command was done for him, but all in vain; in less than two weeks death occurred. He was held in high esteem by the community and his railroad associates. He was master of the Brotherhood of Locomotive Firemen, and performed the duties thereof with great faithfulness and to the perfect satisfaction of the Order. Walter was a handsome young man, an affectionate son and loving brother. To show his love and respect for his widowed mother he sent her some eighteen months ago insurance papers on his life covering quite a handsome sum for her benefit. Rev. Mr. Hale conducted the funeral services. His body was borne to the grave by young men who had known him well, and was laid by the side of his father and other relatives in the beautiful cemetery at the lower village.

We received in due time, the holiday number of the *Station Agent* published at Cleveland, and have derived pleasure and profit from the perusal of its well-written articles, and enjoyed its splendid illustrations of localities. The article on the management of the Midland Railway of England is especially interesting, as also the illustrated article on Florida—in a word, the book, from first to last, is superb in matter and make-up, doing equal credit to writers and publishers. In saying that the *Station Agent* achieved a splendid success by its holiday number, is putting it mildly. Such enterprise is worthy of commendation, and we wish the "monthly journal devoted to the interests of local freight and ticket agents," the fullest realization of the expectation of its publishers.

Back Numbers.

We have on hand sufficient back numbers of the *Magazine*, to begin all orders this year with the *January* number. Of this agents will please take notice, as there has been many inquiries on the subject.

Award of Prizes.

The Matchless Metal Polish Co., of Chicago, pursuant to the announcement heretofore made in these columns awarded five prizes on January 15th, for the sale of Tripoline, as follows:

First prize: O. L. Lindrew, of the Illinois Central, Chicago, Ills., 150 pounds of Tripoline or a watch of equivalent value.

Second Prize: W. D. Luce, of C. St. Paul, K. C. R. R., Dubuque, Iowa, 100 pounds of Tripoline or a watch of equal value.

For the fourth and fifth prizes it was found that S. L. Johnson, Parsons, Kan., Harry Anderson, Grand Junction, Colo., Rudolph, Knoid, of Laramie, Wyoming, Theo. Natmore, of Wadsworth, Nev., and J. L. Roberts, of West Oakland, Cal., had ordered exactly the same amount of Tripoline, and therefore the fourth and fifth prizes, consisting of 125 pounds of Tripoline were divided among them equally, giving each twenty-five pounds of the celebrated polish.

The awards were made strictly in accordance with the terms set forth in the advertisement and will doubtless give entire satisfaction.

The sales of the Matchless Metal Polish Co. are increasing rapidly, a convincing testimonial to the superior quality of their goods.

A COMMUNICATION from Bro. Frank Walton, of Pocatello, Idaho, has been crowded out of this issue on account of the large amount of matter left over from the last number. Communications from Bros. T. P. O'Rourke, W. S. Carter and others, received too late for this number will appear in our next.

Amusements.

The dancing season came in regular order in 1889, and on December 19 reached Newton, Kansas. Star of the West Lodge, No. 340, was not caught napping, but took the festive tide at the flood, and held its second annual ball, which having been splendidly arranged and managed, proved to be a brilliant success. Says the *Newton Daily Republican* of December 20: "The hall looked its best. Festoons of wintergreen reached from the center of the ceiling to the sides of the building, looped up here and there with butterfly wings of pink, white and gold paper. Garlands of wintergreen bordered the walls and this was prettily set off with bright colored rosettes. Two locomotive headlights threw their powerful streams of bright red light across the hall and the white, green and red lanterns hung in appropriate places greatly heightened the general effect." During the evening a banquet was served of delicacies and substantial and only when twinkling stars were getting drowsy did the nimble feet of the dancers surrender to the demands of tired nature, and then away went the happy company to rest and to pleasant dreams.

The members of Tacoma Lodge, No. 192, gave their first annual ball Christmas eve, and according to the account given by the *Tacoma Daily Ledger*, the occasion was a constant round of felicities. Germania Hall was resplendent with young dancers and brilliant decorations. There were numerous visiting delegations. "In the center of the hall was suspended a huge tin 'tallow pot,' inscribed upon it 'Xmas, 1889.' Twenty canary birds in their cages chattered to enliven the scene. At the four corners of the hall were the four mottoes of the brotherhood, 'Charity,' 'Protection,' 'Sobriety' and 'Industry.' Forty colored lanterns were suspended around the hall just beneath the gallery. Two large locomotive headlights, one at each end of the hall, sent forth a very brilliant light. Above the galleries were arranged fifteen banners, while evergreen wreaths in profusion and red and white bunting made the decorations very elaborate. On the

stage was a full-sized crayon drawing of a locomotive, with the letters "B. of L. F." upon its side. Directly in front of the engine upon a dark background shown a bright crescent moon." The "order of the dance" took in a wide range, and continued to an early hour in the morning. A splendid supper heightened the enjoyment, and when the rap came for wraps, all returned happy.

Acknowledgement.

WILLIAMSTOWN, January 8, 1890.

To *Empire Lodge, No. 212, B. of L. F., Watertown, N. Y.*

GENTLEMEN: It is with feelings of gratitude to Empire Lodge and the Brotherhood in general that I acknowledge the receipt of draft on New York for \$1,500, being in full for the amount due me on certificate of insurance in your noble order held by my late son, Clarence Dixon, and in which I was the beneficiary named.

The family join me in thanking the members of this lodge for the respect and many acts of kindness to my son during his last sickness, death and burial. That the Brotherhood may prosper, and the Almighty shield and protect its members from all harm, is my earnest prayer.

Very respectfully,

Mrs. E. DIXON.

SOUTH BUTTE, MONTANA, Nov. 28, 1889.

To the officers and members of *Clark Kimball Lodge, No. 113, B. of L. F.*

MY DEAR FRIENDS:—On this thanksgiving day, I take the pleasure, though a somewhat painful duty, of expressing my sincere thanks to the B. of L. F. in general, and to Clark Kimball Lodge in particular, for the receipt of a draft of fifteen hundred dollars (\$1,500.00) the policy on the life of my deceased son, Thos. S. Ogle, which I received at the hands of Mr. Frank Walton on November 18, at Pocatello, Idaho. Your promptness of payment is very commendable and I particularly thank the brothers, who so lovingly cared for my son in his sick and fevered condition away from home, though not from friends to soften with brotherly love his dying pillow and cool his fevered lips with water in the absence of any of his family for which service I shall always remain your debtor and his sorrowing father,

Thos. Ogle.

The Pennsylvania shops at Altoona, Pa., last week shipped two large switching engines to the Indianapolis division of the Chicago, St. Louis & Pittsburgh.

A STEAM engine has been patented by Mr. Charles Gibbs, of New York City. It has a chambered or hollow piston having valves in its ends, the valve in one end to remain closed and that in the other end to remain open during each stroke of the piston, in such way as to cushion the pistons as they approach the ends of their strokes, the construction being likewise suited for air and gas engines.

OUR DAILY PURSUITS.

We all need to honor our daily pursuits more than we do—to realize that, if we follow them honestly and earnestly, their best results can never be taken from us. This would take the sting out of much that we call failure. No one who has done his best can ever wholly fail. He has that stored up within him which is of more value than many transient successes. If, as Byron tells us, they never fall who die in a great cause, "certain it is that they too never fall who live in the energetic and persevering pursuit of whatever is good or true or useful to mankind.

ORGANIZE!

The Labor Leader.

When labor grovelled in the dust
Beneath the Jaggernaut of gold,
When Greed, Monopoly and Trust
Held slaves in bondage, as of old;
I heard a voice that woke the dead,
A clarion note that rent the skies,
One single word was all it said,
That magic word was, organize!

With sudden force its echoes boomed
From vale to vale, from hill to hill,
America's "Tyranny is doomed;"
And it's reverberating still.
The fettered slaves took up the notes,
And they rehearsed what freemen prize,
And as the chorus gradually floats
Its swelling strain is, organize!

From land to land, from sea to sea
The gospel of our freedom spread
Until resolving to be free
The weary workman raised his head
And with the dignity of right
He looked the tyrant in the eyes
And said, "your only law is might
And ours the right to organize!"

They organized in fits and starts
Unmindful of this one great law:
That unity is what imparts
Strength to the chain that hath no flaw.
But to prepare a chain that can
Hold tight the ship when storms arise,
We must get every workman
In this broad land to organize!

We may resolve and re-resolve
And walk and talk 'till "crack of doom;"
The only thing that will evolve
From out the darkness and the gloom
Of poverty, to comfort, light
And all, this fact must realize,
Is, labors forces to unite;
And to unite them, organize!

The sharks that corner meat and flour,
And other vitals of this land;
Where do they get the strength, the power;
To crush the poor, at their command;
How can so many rich agree
In their control of earth's supplies
It's simple, and a child can see;
They act on one, they organize!

Then meet them workmen in your might
With that good weapon they have made
It will not fail you in the fight,
It is a true Damascus blade.
But work! before you get that sword
You must enroll, and that implies,
You'll be a soldier, with the work
And countersign of organize!

Yes organize, ye millions who
Produced the wealth of this great land,
That keep in luxury the few
Proud idlers that usurped command,
Peace, plenty and prosperity
Will spring unbidden from the ties
Of brotherhood and unity,
Then organize, oh organize!

N. E. A.

A CAR coupling has been patented by Mr. Bush Laird, of Ocean Springs, Miss. Combined with drawhead and coupling pin is a support having spring actuated rest, the rest having its sides grooved and pivot bolts for securing the support in the drawhead, with other novel features. It not being necessary, with this coupling, for train men to go between the cars to couple or uncouple.

THE FARMERS AND THE KNIGHTS.

United on Land, Currency and Transportation Reform—The Two Great Organizations Agree Upon a Common Plan—War Declared Against Injustice—Full Text of the Treaty.

From the Journal of United Labor.

AGREEMENT.

ST. LOUIS, December 6, 1889.

Agreement made this day between the undersigned committee representing the National Farmers' Alliance and Industrial Union on the one part and the undersigned committee representing the Knights of Labor on the other part, witnesseth:

The undersigned committee representing the Knights of Labor, having read the demands of the Farmers' Alliance and Industrial Union which are embodied in this agreement, hereby endorses the same on behalf the Knights of Labor, and, for the purpose of giving practical effect to the demands herein set forth, the Legislative Committee of both organizations will act in concert before Congress for the purpose of securing the enactment of laws in harmony with the demands mutually agreed. And it is further agreed, in order to carry out these objects, that we will support for office only such men as can be depended upon to enact these principles into statute law uninfluenced by party caucus.

The demands hereinbefore referred to are as follows:

1. That we demand the abolition of national banks and the substitution of legal-tender treasury notes in lieu of national bank notes, issued in sufficient volume to do the business of the country on a cash system, regulating the amount needed on a per capita basis as the business interests of the country demands; and that all money issued by the government shall be legal tender in payment of all debts, both public and private.

2. That we demand that Congress shall pass such laws as shall effectually prevent the dealing in futures of all agricultural and mechanical productions, pursuing a stringent system of procedure in trials as shall secure the prompt conviction and imposing such penalties as shall secure the most perfect compliance with law.

3. That we demand the free and unlimited coinage of silver.

4. That we demand the passage of laws prohibiting the alien ownership of land, and that Congress take early action to devise some plan to obtain all lands now owned by aliens and foreign syndicates; and that all lands now owned by aliens and foreign syndicates; and that all lands now held by railroad and other corporations in excess of such as is actually used and need by them be reclaimed by the government and held for actual settlers only.

5. Believing in the doctrine of equal rights to all and special favors to none, we demand that taxation, national or State, shall not be used to build up one interest or class at the expense of another. We believe that the money of the country should be kept as much as possible in the hands of the people, and hence we demand that all revenues—National, State or County—shall be limited to the necessary expense of the government, economically and honestly administered.

6. That Congress issue a sufficient amount of fractional paper currency to facilitate exchange through the medium of the United States mail.

7. That the means of communication and transportation shall be controlled by and operated in the interest of the people, as is the United States postal system.

For the better protection of the interests of the two organizations it is hereby agreed that such seals or emblems as the National Farmers' Alliance and Industrial Union may adopt will be recognized and protected in transit or otherwise by the Knights of Labor, and that all seals and labels of the Knights of Labor will in like manner be recognized by the Farmers' Alliance and Industrial Union.

[Signed,]

S. B. ERWIN, <i>Chairman;</i>	U. S. HALL, <i>Sec'y;</i>
J. D. HAMMOND,	B. H. CLOVER,
J. R. MILES,	N. A. DUNNING,
J. D. HATFIELD,	D. K. NORRIS,
R. F. PECK,	W. S. MORGAN,
F. M. BLUNT,	M. PAGE,
W. H. BARTON,	S. M. ADAMS,
J. B. ALEXANDER,	STUMP ASHBY,
R. C. BETTY,	J. H. TURNER,

A. S. MANN,

Committee on Demands of the National Farmers' Alliance and Industrial Union.

T. V. POWDERLY,	A. W. WRIGHT,
RALPH BEAUMONT,	

Committee Representing the Knights of Labor.

THAT SETTLES IT.

Tuesday night, just as the curtain went up on the second scene of "Hamlet," a gentleman in evening dress, whose fierce moustache and goatee suggested fire-eating proclivities, marched down the right aisle of the Opera house parquet to a front seat, sat down, and then, with a very fierce expression upon his face, strode up the aisle again into the foyer and out of the theater. A gentleman who saw this singular performance said to me: "That reminds me of an incident which took place in this very theater about a dozen years ago. It was while Fanny Davenport was playing an engagement there. A young man, who was a clerk at the Union Depot Hotel, after a rather lively prying with the boys went to the Opera house. He was a good-looking fellow with a black moustache, and the figure he cut that night was given color by his new light overcoat and high silk hat. By the time he reached the theater it was pretty full, so was he. But he bought a ticket for a parquet seat right down in front and with tolerably steady steps he made his way to it. It was in the middle of a scene. What the play was I don't remember. As he reached his seat and was divesting himself of his loud overcoat Fanny Davenport came down the stage to the footlights and said to the villain who was courting her, but with her eyes to the audience; 'I can never love thee!' She said it with great emphasis, and the handsome hotel clerk arose from his seat, took up his hat and overcoat, and saying in a loud voice: 'Well, that settles it,' retraced his steps up the aisle, while the audience burst into a roar of laughter and applause.'—*Pittsburg Dispatch.*

DID YOU EVER FEEL IT?

Detailed Description of the Sensation Produced by a Policeman's Club.

The scene of a serious riot, just after the mob has been dispersed by the police, is apt to suggest the idea of a general massacre. Blood is spattered right and left, and men are lying about apparently lifeless or staggering away supported by friends. It is hard to realize, under the circumstances, that, in all probability, no one has been killed, or even seriously hurt; but that most of those who have been "laid out" will be walking about next morning and detailing their experiences.

Generally no permanent injury is done to any one, though the drug stores in the vicinity are apt to run short of stinking plaster, and the surgeons at the neighboring station houses are frequently obliged to send out for more lint. Still there are generally a number of cases bad enough to be sent to the hospitals.

According to a writer in *Medical Classics*, the blow of the policeman's club usually produces a mere confusion, especially when applied, as it generally is, to the body. In fact, for the purpose of disarming an opponent, a blow in the ribs is one of the most efficacious. It gives the recipient a sense of "gone-ness" in his inside that takes up his entire attention for a few minutes, to the exclusion of all desire to inflict bodily harm on the myrmidons of the law. Even after he recovers his breath, he is more inclined to use it in denouncing police brutality than to make any further experiments in that direction.

If the blow falls on the head a contused wound may be produced. This, if severe, is sometimes accompanied by a quite copious hemorrhage, giving the wound a ghastly and sickening aspect. Sometimes, if the stroke is given with great force, the wound may be not only contused, but also lacerated. This is about as much damage as the locust, or even the ebony or rosewood, is capable of inflicting; still, when the weapon is swung with the full force of a powerful man, excited by hand to hand fighting or desperately defending himself against several armed assailants, a skull is sometimes fractured. A case of this kind is at times peculiarly dangerous, as the following incident will show:

A man was brought to the station house apparently with nothing worse under his hat than a "brick." There was no external appearance of any wound. He was partially unconscious, but revived sufficiently to give his name and address, and was put in a cell. In the morning he was taken to court, paid his fine, and was released. He was about the streets for several days, but finally was obliged to take to his bed and send for a physician on account of trouble with his head. A close examination then, for the first time, revealed the fact that his skull was fractured. In spite of the doctor's efforts the man died.

This is, of course, a very unusual case, but it shows how great should be the care of the surgeon in examining what may seem to be a slight wound, or no wound whatever, provided that he knows a blow has been struck. In the above case the fracture was not felt until inflammation had set in

around it and exudation had caused a pressure on the brain. This does not generally occur until twenty-four hours have elapsed, and, as in the above case, it may not be felt for forty-eight hours or more. It is dangerous to neglect even ordinary contused erysipelas being liable to set in.

THE STIFF AND THE MOTHER-IN-LAW.

"When I first went on the police force," said the fat policeman to a *Philadelphia North American* man, "I was lucky. One of my assignments was a queer one, and I'm not likely to forget it. I was sent to the house of a man who had just died. He was well known, and belonged to a good many lodges. It was a big crowd at the funeral. I was stationed at the foot of the coffin to preserve order. The shutters were closed and the gas burned dimly. The coffin lid was off and the body exposed. No one besides myself and the 'stiff' was in the room. After I'd been there awhile I began to grow uneasy. I kept looking at that dead face. I'd take my eyes off, and the first thing I'd be gazing at the body again. Suddenly the eyes opened. I thought I was dreaming. Then the left eye winked. Holy smoke!

"'Hist!' went the corpse.

"My teeth chattered.

"Say, officer."

"Goodness! the corpse sat up. 'Ain't you dead?' I gasped.

"Me! Me dead?"

"Yes.

"Oh, no."

"What are you doing there?"

"That's only a dodge."

"Dodge?"

"Yes. I'm just now a dodger. A kind of an artful dodger. See?"

"I'll call the folks.

"Heavens no. I'll tell you. You see I wasn't feeling well. I've got a mother-in-law who is a holy terror. Worse than ten parrots and the hydrophobia. Well, I've been trying for ten years to get rid of her. Now I told my wife that I would simulate death; get put in a vault, be taken out again right away, and sneak West. She liked the idea. I'll be taken out to-night, go to a hotel, and I'll meet my wife in St. Louis. In that way we'll shake the old girl. Well, here's a dollar. I wish you could send out and get me a little spirits' reviver."

"Pretty soon the folks began to come in. The supposed corpse looked as natural as life, everybody said. There is no use saying it at weddings or balls. The mother-in-law sobbed. Then she leaned over and kissed the corpse.

"Why, John smells of whisky," she said. "John was always a beautiful drinker," explained the wife."

FREIGHT on American railroads is less than on any roads in the world, unless it is those of Canada. This is because of free competition, and it is an excellent argument in favor of free competition. When that ceases, in railroading or anything else, high prices are likely to rule. Fortunately, the railway system of the United States is of such proportions that it is not likely to get under one control of two or three individuals.

STATESMANSHIP AS APPLIED TO THE SALOON LAW.

The *New York World* has found a statesman at last, and interviewed him. The ripe fruit gathered is presented to the public in the following form:

"Jacob Pfalsgraff, the German saloonkeeper, was solicited for an opinion on the Cincinnati situation.

"What's der madder py dot willage?" inquired Mr. Pfalsgraff.

"When told of the arrest of 164 saloonkeepers for violating the Sunday-closing law, he said:

"Py gotness, I ton't see some sense von all dot monkey pizness. When der law py Ni York says to keep my saloon glosed on Sunday I ton't fly in der face of der whole legislature py Albany und keep it open some more. All der law asks of a German saloonkeeper in dis goundry is to keep der front door of his saloon glosed on Sunday und open it by der back door. In Cincinnati der saloon men think dot vas a great hardships. It vash more ash dot, by gracios; it vas some outrages. But vhat can you do mit der law hangin' onto your gollar button? Vender der law says to glose op, vhy, der things is to glose op offerding but der back door und say der law vas all right, and you like haf some more of it to keep for Christmas."

"You think this is the proper way to meet the emergency?"

"Sure."

"But does it satisfy the law, Mr. Pfalsgraff?"

"It sadsifies der boliceman on der beat, und der law says noddings."

HEROES AND HEROINES.

The world is full of hero worship, and many are the fortunate ones we honor and revere. Some won by knightly deeds on battlefield, some by splendid prowess in saving life when periled by fire or flood—by every form of daring bravery or noble effort the list is swelled. And a quick and generous appreciation is awarded all such deeds of exceptional heroism.

All heroic acts, however, do not come to the light of public approval, says *Texas Siftings*, for once in a sober strain. There are unknown and unnoticed heroes and heroines in private life whose names are not destined to be "sung in numbers," whose quiet lives flow on in uneventful stillness.

But the young man who voluntarily resigns the ambitious plans of youth, with all their vaguely splendid possibilities, to care for his aged parents, an obligation, perhaps, distasteful to him, seeing his more fortunate brothers and comrades winning fortune and renown that might be his, is a hero of no humble type.

The girl who, putting aside her own happy dreams of the future, dedicates her life to the care of an invalid mother or crippled sister, making their lives bright with the light she denies her own, is a heroine, though not always recognized as such.

In many an obscure home the frail mother is the heroic spirit, who meets the blows of adversity with the shield of cheerful industry. Brave and never despairing, thankful and hopeful to others, she might have poems written of her heroism if her station had been higher in the eyes of the world.—*Chicago Herald*.

CONVICT SLAVES AND WAGE SLAVES.

"Prisoners in the penitentiary at Joliet, Ill., have sent 1,500 pounds of bread to the starving miners at Braidwood, Ill."—*Ex.*

Here, indeed, is the climax of the wage-slave system! Think of it! Free American laborers in our great protected industries reduced to utter starvation and compelled to accept charity of the convict felons of the penitentiary. The convicts, who are only order of chattel slaves yet remaining in America, are still able to give out of their abundance. "Charity" to the starving free (?) laborers. Shame! —*Lucifer*.

SHE TOOK IT ALL DOWN.

There is in Washington a young type-writer whose good looks and charming manners justify the sentiments her employer feels towards her. He is in the habit of dictating his correspondence, while her expert fingers transcribed the words as he utters them. The other morning he concluded to end the uncertainty which had come into existence by asking her to marry him. She was engaged on some copying when he approached her and poured out his sentiments, and, notwithstanding the warmth of his pleadings, kept right ahead with the clickety, click click of the instrument. In fact, she paid so little attention to him that he became discouraged and left the room, intending to speak to her when her mind was free from her duties. He went to his lunch, and on his return sat down to sign a lot of letters that lay on his desk. There was a large pile, and he went through it mechanically, until he struck a sheet near the bottom. Jumping to his feet he simply exclaimed: "Well, I'll be blowed!" The cold glaring typewritten letter read:

"Miss SEBIE:—Maybe you'll think I am an old jackass, but I ain't. I mean business. I know I don't happen to be very pretty, but I'd be good to a family. I was thinking maybe you'd learn to like me if you would go to church with me and give the minister a few minutes' employment. And this ain't to save any salary either. It's because I want you for your— Say, you ain't listening, are you? Well, I'll come in later when you ain't so busy."—*Washington Capital*.

THE OLDEST BANK NOTES.

The oldest bank notes are the "flying money," or "convenient money," first issued in China 237 B. C. Originally these notes were issued by the Treasury, but experience dictated a change to the banks under government inspection and control. A writer in a provincial paper says that the early Chinese "greenbacks" were in all essentials similar to the modern bank notes, bearing the name of the bank, date of issue, the number of the note, the signature of the official issuing it, indications of its value in figures, in words, and in the pictorial representation in coins or heaps of coins equal in amount to its face value, and a notice of the pains and penalties of counterfeiting. Over and above all was a beseeching exhortation to industry and thrift: "Produce all you can; spend with economy." The notes were printed in blue ink on paper made from the fiber of the mulberry tree. One issued in 139 B. C. is still carefully preserved in the Asiatic Museum, at St. Petersburg.—*London Standard*.

ELECTRICITY INSTEAD OF SAND.

A series of experiments with a new electrical appliance for increasing the tractive power of locomotive engines has been successfully concluded by Elias E. Ries, of Baltimore, on the Philadelphia & Reading Railroad. The trials were made on the Frackville grade, one of the steepest on the Reading system, and were pronounced eminently satisfactory in every respect. The apparatus consists of a small dynamo and engine mounted upon the locomotive and furnishing an electric current, which is passed forward to the rear driving wheels, through that portion of the track rails lying between them. The passage of the current into the wheels and back causes an increased friction between the wheels and the rails, which is claimed to be far superior to that obtained by sanding the tracks, and enables the locomotive to draw a much heavier train, without regard to the condition of the track, than is at present possible. The Frackville grade averages 185 feet to the mile, and with the dynamo running and a train of forty-five cars attached to the locomotive, the ascent was made in twenty-eight minutes, while without the current a trip over the same ground with the same train behind required fifty-five minutes. The current used is what is termed a low tension current, and the increased traction obtained is under complete control by the engineer.—[*Mechanical News*.

THE LONDON DOCKS.

The London docks, brought into notice because of the great strike there, are said to have cost not less than the enormous sum of \$100,000,000. St. Katherine's docks, the nearest to London bridge, were opened in 1828, and cost £10,000,000. London docks are still older, having been opened in 1805. They cost £20,000,000, and contain the great warehouses for tobacco rented by the government. The Surrey docks and Commercial docks are more spacious and devoted to the grain shipping trade. The West India docks, opened in 1802, cover 300 acres, and the East India docks thirty-two acres. Millwall docks, in the Isle of Dogs, cover 200 acres. But the great docks are the Victoria and Albert, opened respectively in 1856 and 1860. The Victoria docks cover 200 acres and contain dry-docks capable of docking the largest steamships afloat. One set of warehouses, used chiefly for storing tea, silk, cochineal, carpets and other products of India and China, is said to have continuously a stock valued at \$25,000,000. The Royal Albert dock, which is connected with the Victoria, is the greatest of all, and its completion in June, 1880, was made the occasion of a royal celebration. This dock is a splendid stretch of water-way, almost three miles in extent, with a range of over a mile of iron warehouses and double lines of locomotive tracks and numerous traveling cranes. The aggregate length of dock and passage walls is 3½ miles. The walls are 40 feet high, five feet thick at the top, and from 18 to 19 feet thick at the base, and used up in their construction 500,000 cubic yards of concrete, representing 80,000 tons of Portland cement. Three thousand workmen, 600 or 700 wagons, 17 or 18 locomotive engines, three steam "navies," and a great quantity of minor machinery of various kinds had been engaged from 1875 until the summer of 1880 in

the construction of this magnificent system of docks. Railway trains from every company can unload straight into vessels, cattle are driven aboard, the railway platforms being level with the receiving decks, and the largest possible weights of merchandise are lifted by hydraulic cranes that travel from shed to shed with singular facility.—[*Mechanical News*.

SOME PHILOSOPHY.

Insincerity is often mistaken for a lack of honesty. The ring of coin is often the knell of friendship. They need never fear a fall who never scale the heights.

Adversity undermines many a structure of prosperity.

He who wisely uses his wealth need not leave it for his tombstone.

The sight of a man's money is oftentimes the antidote for the odor of a very bad character.

If you would avoid the suspicion of your neighbor, never carry your molasses in a demijohn.

Prosperity awaits all men, and even pursues some, but it is never found in the haunts of vice.

True genius lurketh under cover, while arrogance stalks abroad in the full light of day.

The most wonderful work of God is man; but brand him slanderer and God will disown his work.

The wisest fish long escapes the most dangerous hooks, and is finally caught with a bent-up pin.

The ambition of youth looks forward to the triumphs of age, while sated age turns back a wistful eye along the rosy path of youth.

It is well the book of life is opened to us page by page. Were all the hard lines bared at once the task would be too hard to master.

Not only should careless statements regarding our neighbors be ignored, but facts themselves should be often subdued in the interest of right-thinking and fairness to our fellows.—[*Frank B. Welch, in Arkansas Traveler*.

GOOD IN THEORY.

"I was reading something to-day that had a good lot of common sense in it," said Mr. Bixby to his wife at the dinner table one day. "The piece said that there was nothing so helpful to digestion or so conducive to long life as cheerful, merry conversation at the table. It's the place to laugh and be glad, and if we must lose our tempers and get out of sorts hereafter let's do it when we're away from the table. Let each of us remember any funny things we may have heard and tell it at the table. Now, to-day I was reading the cleverest little thing in one of our funny paper. It was about—what's this under my plate? The milkman's bill? Fifteen dollars and sixty-five cents! Good heavens and earth, Harriet Bixby, what under the blue dome of heaven do we do with that much milk in one month? We've simply got to get along with less! The girl wastes half of it, or drinks it herself! It makes me so infernally mad to have these milkmen and grocers thrusting their bills under my nose! You've got to economize more. Mrs. Bixby: there's no use of talking about it! We can't go on like this! We'll land in the poor-house sure as gun"—and so on during the entire meal.—[*Time*.

COL. INGERSOLL'S STORY.

"I'll tell you a story, boys," said Colonel Ingersoll, while waiting for the Kerr jury to come in on Friday afternoon.

Colonel Fellows, Lawyer Bird, Mr. Kerr and the reporters leaned forward expectantly.

"During the gold days in California," continued the colonel, "it was the law that the holder of a claim should be liable to lose it if he let it remain idle for ten days in succession. Well, there was one fellow who had been working faithfully, when he fell sick and had to take to his tent. Another fellow came along and jumped his claim. The first man pleaded and argued, but the other was not to be moved. So when the first man recovered he sued the interloper.

"The case came up before the justice. He was very sorry, he told the plaintiff, but the law was absolute on the question, and the defendant could not be ousted. No sooner had he finished than the plaintiff jumped up and bit the defendant a stinging blow behind the ear. The defendant fell over, and the plaintiff jumped on him and began to pummel him soundly. The constable ran up and was trying to part the fighters when the judge arose, and, pounding on the desk, yelled to the constable:

"—— you, sir, leave them alone! The law is the law, but if the gentlemen want to compromise they mustn't be interfered with."

The colonel's way of telling it was as good as the story.—*N. Y. Sun.*

THE TWOMBLY AFFAIR.

Since the last issue of this paper there has been another railroad disaster of a particularly sad nature. A suburban train on the Rock Island road was run into by a freight engine, killing seven persons. The freight engine was run by a son of Master Mechanic Twombly, who, it is alleged, was drunk, and running in a reckless manner. Twombly and his fireman are both held for manslaughter, and M. Twombly was also arrested as an accessory before the act.

That the engineer was drunk on duty there seems little doubt, and final punishment seems just—no excuse a man can make justifies him in going out upon a locomotive drunk.

That the fireman is to be held responsible in the premises seems strange. The fireman has no authority in the movement of a locomotive, any more than a cabin boy has in the movement of a ship; he is there to obey the engineer, and if he undertook to run things, ever so little, he would soon find himself at odds with the engineer, and out of a job. The companies employ and put on locomotives as firemen men from every walk in life, without regard to any qualification whatever, and that they should be entirely under the control of the engineer is right under the circumstances. This boy had no choice—he was like a common soldier—there to obey. He should be held blameless.

No doubt Mr. Twombly has in his thirty years as master mechanic forgiven many another man for drunkenness and given him another trial; but this case, the culprit being his own son, makes the case a bad one for him; but his prosecution for crime in

this particular case, while it might tend to increase the vigilance of railroad officials in the punishment of drunkenness, would seem like persecution.

If the freight train had been provided with air-brakes the accident never would have occurred; it is claimed if the engine had even a steam-driver brake it would have been stopped. If the line had been provided with block signals—and the accident occurred right in the city of Chicago—the train would have been stopped or derailed. For this lack of proper modern appliances the Rock Island road is to blame.

We do not believe that any man or company of men, railroad or railroad official, has got the right to say to any man, "You shall not drink." But the railroad officials have got the right to say that any man who drinks intoxicating liquors, on or off duty, shall not run a locomotive under them; and this is just what they need to be saying and doing.

The brotherhoods ought to be singling out those who are known to drink, and drop them, instead of making a kick to have men reinstated who have been removed for drinking.

Too many men are daily risking their lives against such men as they know are not safe, and liable to cause a disaster at any time. It is time that, in cases of this kind, where it is clearly proved that modern safety appliances are not employed, the railroad companies should be held responsible. That competent employes get along every day without them is no excuse—a competent crew might bring a ship into port many times with a cob driven into a knot hole; but the cob would be liable to rot out at any time.

It is also time that that all competent employes arrayed themselves against strong drink: the lives of all quiver in the balance of every engineer's judgment—don't let any man run against you, and see that you run against no man, where there is the slightest fear that whisky may throw the scales out of balance.—*Locomotive Engineer.*

PUNISHING WOODEN IDOLS.

A curious case of punishing the gods is reported from Foochow. The idols of a certain temple in that city were those appealed to by persons who desired to be revenged on their enemies. They were supposed to cause death to those against whom prayers to them were directed. Recently the Tartar military commander died suddenly, and the idea got abroad among the people that he had been slain by the idols in question. The viceroy of the province, hearing this, at once gave orders that they were to be arrested and punished. The prefect was instructed to see the decree carried out, and armed with the viceroy's warrant, he went to the temple and had fifteen idols arrested. These were of wood, and about five feet high. Before being brought for judgment before the prefect, their eyes were all put out, so that they should not see who was their judge, and be able to trouble him either here or hereafter. After a full investigation, a report was sent to the viceroy, who gave orders that the idols should be beheaded, their bodies cast into a pond, and their temple sealed up forever, to prevent them from troubling the peace of the town in future.—*Rock.*

WRECKED BY A WOMAN.

What a Once Prosperous Man Came to Whose Wife Proved Faithless.

He was a tall, cadaverous individual, about thirty-five years old, with a two week's growth of beard on his face, and a red-tipped nose, says the *Baltimore American*. His eyes had a watery, far-away look in them, and there was an unmistakable smell of bad whisky about him. An old hat much the worse for age was tilted to port on his head, and his clothes bore signs of age and numberless darnings. He went into a prominent ship-broker's office, and, in a husky voice, asked for five cents to get a drink. He was honest about it, and got the money. After he had gone away, a reporter heard the story of his life. He came here from New York about ten years ago, and secured a position in a grain office on South street. He was industrious, and soon gained his employer's confidence. He had charge of the books, and for three years did well, and was promoted to a good position that paid him a nice sum. He was studious, and was a first-class fellow all around. He fell in love with a pretty girl, and a marriage followed. For two years he lived happily with his wife, and a little boy blessed the union. The serpent came into the garden, and the young wife was led off. The husband went home unexpectedly one day, and found the wife and her lover. The husband quietly ordered the man from the house, and had his faithless wife pack her trunk, and, providing her with funds, sent her away. He attended to his duties at his place of business for nearly three months, when his employers noticed that he was half drunk all the time. His child had been put in the care of a family, and almost every night he would visit it. The rest of the night was spent in drinking. In a little while he began to spend more than his salary, and to get drink appropriated some of the firm's funds. He was found out and discharged at once. He went from bad to worse, and after borrowing all the money he could, left town. He was not seen here again until two years ago, when he came as a seaman on a vessel from South America. He is going down to ruin as fast as possible. The faithless wife, after living in luxury in New York with different admirers, died in want the day the husband came home. The child is now living in ignorance of the fate of its parents.

OBJECT OF FEDERATION

There seems to be a very vague idea in the public mind concerning the object for which the railroad labor of the country propose to federate. When any expression is made at all it is such as to indicate that the supposed object of federation is to build up a formidable power in railway circles that will at once assume the position of an autocrat and demand the most absurd things of the companies, and that this will at once bring on a tremendous struggle between the federated employes and the associated employers.

Federation will result in nothing of the kind. The movement is the result of conservatism, not the work of the impulsive. Federation will not produce, but prevent strikes, and save millions of dollars annually to the country. When it is once put into op-

eration the grievances that cause strikes must pass through such a searching investigation and be supported by so large a majority that it is impossible that anything of a petty nature can precipitate a conflict, as has often been the case in the past. Every cause of complaint will be passed upon by three or four outside organizations that will be comparatively free from the intense feeling in the matter that is commonly prevalent in an order when it is about to strike, and thus the benefit of cool counsel secured. And when some faction feels as South Carolina did during Jackson's administration, it will be as promptly subdued by the general government. In short, any cause that produces a strike under federation must have behind it the interest of railroad labor as a whole, and not the selfish motive of some one class.—*Denver Patriot*.

THE BENEFITS OF BENEVOLENCE.

Careful consideration and study of the history of trade unions in the past, says the organ of the Tailors' union, and an honest observation of their standing to-day, can hardly leave doubt in the minds of any one that benevolent features are not only a stimulus of growth and prosperity, but an absolute necessity for the perpetuity of an organization. The unions whose dues are high, but whose beneficial features are also many and well regulated, are the unions that are to-day giving their members the best protection, which is the paramount object of trade unions, and if beneficial features lead to better protection as to prices and conditions of labor, is it not then advisable to adopt them? Every member must feel better individually, and must have more confidence in his organization, if he knows that in case of sickness the union will pay to him something with which to support himself or family, and not become a pauper on the charity of the state or his friends, and to know that in case of death our unions will furnish the means to bury us decently is also a tie that binds men to their union. Protection is what we want, and beneficial features being one of the steps by which it can be approached, our union should follow the example of others, and at the next convention adopt such features as appear most advisable for submission to the local unions. There is no tangible reason why the tailors of America should not be as powerful a body as the cigar-makers' or the carpenters' unions, unless it be indifference and carelessness. Let us awake to the fact that we are living to-day and not one hundred years past, and adopt those plans and measures that new light and thought have made manifest to humanity as the best and most wise. We cannot stand still. We must either keep step with the progress of our race and of our sister trades unions, or we must go down and give place to an organization that will face the realities of our condition as they really are. Which shall it be, progress or decay?—*Peoria Press*.

THERE were some very fine exhibits of railway cars at the Exposition, that is of such cars as they use in Europe. These cars are particularly noticeable for the excellent manner in which they are painted. The builders evidently believe in the efficacy of lead and oil, and the workmen know how to apply it for good effect. Excellent taste is shown in not attempting anything gaudy.

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

FEBRUARY, 1890.



Assessment Notice for February.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND February 1, 1890.

ASSESSMENT No. 9, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death of the following members entitled to all the benefits of the Order, viz.:

CLAIM No. 174. Daniel J. Hagerty, of W. H. Thomas Lodge, No. 159, was killed by Railroad Accident, November 13th, 1889.

CLAIM No. 175. George W. Austine, of Sprague Lodge, No. 123, died of Typhoid Pneumonia, November 15th, 1889.

CLAIM No. 176. Wilbur McCallum, of Charity Lodge, No. 5, died of Typhoid Fever, November 19th, 1889.

CLAIM No. 177. Arthur W. Price, of Pine City Lodge, No. 81, died of Gastritis, November 19th, 1889.

CLAIM No. 178. Walter A. Sawyer, of J. H. Kirk Lodge, No. 376, died of Typhoid Fever, November 1st, 1889.

CLAIM No. 179. William M. Coburn, of M. G. Brooks Lodge, No. 160, died of injuries received in a Wreck, November 22d, 1889.

CLAIM No. 180. John Clancy, of Cedar Valley Lodge, No. 30, was killed by Railroad Accident, November 24th, 1889.

CLAIM No. 181. Milton Shane, of Beacon Lodge, No. 111, was killed by Railroad Accident, November 27th, 1889.

CLAIM No. 182. Robert Mackey, of J. Scott Lodge, No. 136, died of Inflammation of the Lungs, November 25th, 1889.

CLAIM No. 183. Wm. H. Cleary, of Industrial Lodge, No. 21, died by Accidental Drowning, November 27th, 1889.

CLAIM No. 184. James Titterington, of Saginaw Valley Lodge, No. 286, died of Chronic Inflammation and Softening of the Brain, November 20, 1889.

CLAIM No. 185. Christian Jepson, of Black Hills Lodge, No. 86, died of Cerebral Meningitis, December 4, 1889.

CLAIM No. 186. John F. Myers, of Lehigh Lodge, No. 251, died of Paralysis of the Heart, December 6th, 1889.

CLAIM No. 187. George R. Wilson, of Prospect Lodge, No. 162, died from Injuries received in a Wreck, December 7th, 1889.

CLAIM No. 188. John F. Arnold, of Enterprise Lodge, No. 75, died of Consumption, December 7th, 1889.

CLAIM No. 189. James H. Murphy, of Iron City Lodge, No. 318, was killed by being run over by Engine, December 7th, 1889.

CLAIM No. 190. Wm. J. Carroll, of Deer Park Lodge, No. 1, died of Heart Disease, December 10, 1889.

CLAIM No. 191. Michael J. Kivlahan, of New Era Lodge, No. 76, was killed by Engine turning over December 10th, 1889.

CLAIM No. 192. Wesley E. Currier, of Boston Lodge, No. 56, died of Typhoid Pneumonia, December 11, 1889.

CLAIM No. 193. Sidney Olen, of T. P. O'Rourke Lodge, No. 244, died of Phthisis Pulmonalis, December 11th, 1889.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and you are required to forward said amount for each member, whose name appears on the rolls February 1, 1890, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than February 20th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DRES, G. S. & T.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, J.
TERRE HAUTE, IND., January 1, 1890. J

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month ending December 31, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	154	70	360	135	832	208	720	224	316
2	18	71	132	140	124	209	757	225	317
3	88	72	208	141	160	210	60	226	318
4	82	73	74	142	170	211	102	227	319
5	125	74	98	143	90	212	74	228	320
6	75	75	184	144	24	213	40	229	321
7	56	76	124	145	62	214	54	230	322
8	164	77	211	146	76	215	104	231	323
9	126	78	90	147	98	216	184	232	324
10	96	79	70	148	78	217	98	233	325
11	160	80	90	149	366	218	98	234	326
12	471	81	200	150	124	219	102	235	327
13	194	82	194	151	96	220	74	236	328
14	300	83	198	152	100	221	74	237	329
15	88	84	198	153	62	222	44	238	330
16	324	85	198	154	52	223	44	239	331
17	64	86	198	155	52	224	76	240	332
18	70	87	198	156	58	225	98	241	333
19	94	88	198	157	58	226	94	242	334
20	56	89	198	158	112	227	44	243	335
21	120	90	100	159	142	228	250	244	336
22	91	91	74	160	110	229	44	245	337
23	48	92	64	161	56	230	96	246	338
24	108	93	126	162	198	231	300	247	339
25	104	94	124	163	192	232	301	248	340
26	120	95	236	164	100	233	48	249	341
27	144	96	72	165	98	234	58	250	342
28	102	97	174	166	90	235	76	251	343
29	62	98	48	167	86	236	42	252	344
30	52	99	124	168	86	237	152	253	345
31	54	100	64	169	264	238	78	254	346
32	58	101	56	170	76	239	86	255	347
33	116	102	84	171	46	240	136	256	348
34	86	103	222	172	78	241	210	257	349
35	38	104	40	173	132	242	194	258	350
36	96	105	82	174	192	243	28	259	351
37	72	106	62	175	78	244	132	260	352
38	114	107	150	176	28	245	132	261	353
39	52	108	62	177	70	246	114	262	354
40	108	109	148	178	120	247	108	263	355
41	86	110	60	179	106	248	118	264	356
42	34	111	138	180	44	249	58	265	357
43	102	112	62	181	24	250	188	266	358
44	144	113	120	182	62	251	138	267	359
45	128	114	182	183	100	252	156	268	360
46	74	115	62	184	24	253	66	269	361
47	164	116	106	185	54	254	113	270	362
48	112	117	94	186	114	255	34	271	363
49	84	118	54	187	32	256	46	272	364
50	228	119	30	188	308	257	72	273	365
51	90	120	168	189	84	258	42	274	366
52	108	121	96	190	38	259	78	275	367
53	52	122	56	191	30	260	52	276	368
54	182	123	180	192	144	261	30	277	369
55	70	124	80	193	142	262	70	278	370
56	58	125	58	194	140	263	114	279	371
57	306	126	62	195	54	264	98	280	372
58	62	127	68	196	58	265	134	281	373
59	142	128	60	197	88	266	92	282	374
60	22	129	192	198	68	267	72	283	375
61	158	130	104	199	62	268	24	284	376
62	96	131	84	200	26	269	80	285	377
63	66	132	90	201	74	270	198	286	378
64	74	133	258	202	100	271	58	287	379
65	84	134	72	203	108	272	42	288	380
66	110	135	78	204	26	273	110	289	381
67	114	136	54	205	84	274	52	290	382
68	94	137	56	206	62	275	40	291	383
69	84	138	76	207	98	276	84	292	384

Balance on hand December 1, 1889 . . . \$31,770 75
Received during month . . . 3,788 00

Total . . . \$35,558 75

DISBURSEMENTS.

By claims 148, 149, 150, 151, 152, 153, 154, 155,
156, 157, 158, 159, 160, 161, 162, 163, 164, 165,
166, 167, 168, 169, 170, 171, 172 and 173 . . \$30,000 00

Balance on hand January 1, 1890 . . . \$16,558 75

Respectfully submitted,

EUGENE V. DEBS, G. S. & T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.
BOARD OF GRAND TRUSTEES.
F. P. McDONALD Chairman
Board of Trade Building, St. Joseph, Mo.
C. C. SUTHERLAND Secretary
Goodland, Kansas.
C. A. WILSON 141 Pacific Ave., Jersey City, N. J.
GRAND EXECUTIVE BOARD.
HARRY WALTON Chairman
430 Wyoming St., West Philadelphia, Pa.
W. F. HYNES Secretary
835 Eleventh St., Denver, Col.
J. J. LEAHY 2627 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN, 545 Annunciation St. New Orleans La.
C. J. SINGLETON L Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets in Union Hall at 2 P. M., every Sunday.
James H. Fordyce, 13 Church st Master
William Uhlman, 18 Crawford St. Secretary
G. E. Carmer, 151 W Main St Collector
Charles E. Barkman, 101 Pike St Receiver
James H. Fordyce, 13 Church St, Magazine Agent
2. SPARTAN; Monon, Ind.
Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.
Thos. F. Doran Master
Chas. M. Hill Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Clint Williams Magazine Agent
3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.
C. W. Martin, 407 Grove St Master
D. W. J. Mahoney, 421 Summit Ave Secretary
J. B. Sweet, 125 Academy St Collector
J. B. Sweet, 125 Academy St Receiver
J. H. Voorhis, 421 Summit Ave Magazine Agent
4. GREAT EASTERN Portland, Maine.
Meets in B. of L. E. Hall, 53 Temple St., 1st and 3d Sunday.
F. H. Pember, 89 Lincoln St Master
C. D. Getchell, 249 York St Secretary
A. E. Dennison, 23 Merrill St Collector
F. A. Huff, 47 Hanover St Receiver
F. Howard Pember, 89 Lincoln St Magazine Agent
5. CHARITY, St. Thomas, Ontario.
A. N. Darragh, Box 1273 Master
C. W. Dyer, Box 1273 Secretary
James Ballentyne, Box 1273 Collector
W. J. Hatch, Box 1273 Receiver
Joseph R. Odell, Box 1273 Magazine Agent
6. PRIDE OF THE WEST; DeSoto, Mo.
F. W. Gratiot, Box 238 Master
Alexander Williams, L Box 212 Secretary
Michael Rabbitt, Box 18 Collector
Wm. H. Wonder, Box 4 Receiver
D. J. Roach, L Box 18 Magazine Agent
7. POTOMAC; Washington, D. C.
R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
J. T. Gregory, 407 6th St., S. W. Collector
Wm. C. Jasper, 628 Pennsylvania Ave., N. W. Receiver
John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., 1st and 3d Sat
 urdays at 7 P. M., and 2d and 4th at 2 P. M.
 Jerry Scott, 420 Morgan St. Master
 A. M. Rager, 418 Austin Ave. Secretary
 T. W. Weaver, 700 W. Munson St. Collector
 J. F. Cramer, 614 W. Owing St. Receiver
 Jas. K. Fairley, 605 Day St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½
 High St., alternate Mondays at 8 P. M.
 F. J. Kistler, 212, 214 S. High St. Master
 C. C. Coit, 966 Pennsylvania Ave. Secretary
 S. L. Cranford, P. H. Round House Collector
 F. J. Kistler, 212, 214 S. High St. Receiver
 Leonard Lawrence, 860 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at
 1:30 P. M.
 August H. Buse, 42 Michigan St. Master
 A. G. Laubscher, 18 Seward St., West
 Cleveland Secretary
 A. G. Laubscher, 18 Seward St., West
 Cleveland Collector
 T. P. Curtis, 41 W. Madison St. Receiver
 A. G. Laubscher, 18 Seward St., West
 Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2
 P. M.
 Abram M. Vanatta Master
 C. A. Stevenson, Box, 108 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L. Box 96 Receiver
 A. M. Vanatta Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
 J. J. Knauff, 235 Fifth St. Master
 Hugh T. Maloney, 41 Fifth St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 70 Michigan St. Receiver
 Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific
 Ave., 1st Saturday at 7:30 P. M., and 3d Sunday
 at 10:30 A. M.
 George E. Hull, 336 Communipaw Ave. Master
 Henry Kline, 128 Van Horn St. Secretary
 Edward F. Jones, 106 Pacific Ave. Collector
 Wm. J. Lewis, 225 Whiton St. Receiver
 Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W. Washington St., fourth floor, every
 Tuesday at 8 P. M.
 Chas. McCauley, 136 Randolph st. Master
 Geo. P. Kern, 77 E. Morris st. Secretary
 E. J. Kline, 631 North West St. Collector
 W. J. Hugo, 79 N. Noble St. Receiver
 Chas. McCauley, 136 Randolph
 St. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles,
 every alternate Sunday.
 James Murphy, 65 Mullen St. Master
 James Ashcroft, 240 Magdalen St., Point
 St. Charles, Montreal Secretary
 Samuel Edwards, 118 Grand Trunk St.,
 Point St. Charles Collector
 H. J. Clarke, 154 Charron St., Point St.
 Charles, Montreal Receiver
 A. Blair, 32 Favard St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.
 Frank Dupell, 922 N 9th St. Master
 J. F. O'Reilly, 624 N 5th St. Secretary
 Henry Baierdsdorf, 203 N 12th St. Collector
 C. A. Bennett, 1004 N 9th St. Receiver
 Ed. Bundy, 702 N. 14½ St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at
 2 P. M.
 O. E. Collins Master
 L. V. Bowman Secretary
 G. P. Malsl Collector
 J. E. Platner Receiver
 D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.
 Charles McMillan Master
 Rufus McCormick Secretary
 C. A. Blackman Collector
 George W. Michel, Box 145 Receiver
 J. F. Murry Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every
 Friday at 7 P. M.
 J. B. Cunningham Master
 Tom. J. Griffin Secretary
 T. H. Wetmore Collector
 Jas. Richardson Receiver
 C. E. Taylor Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30
 P. M.
 J. W. Taylor, Box 172 Master
 George C. Wells, Box 117 Secretary
 George Morse, Box 400 Collector
 Alfred Hibbard, L. Box 25 Receiver
 Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at
 8 P. M.
 Wm. Merkle, 810 Chambers St. Master
 Chas. O. Ard, 2142 Walnut St. Secretary
 Eli Gidas, 944 Chouteau Ave. Collector
 Wm. C. Linck, 2803 St. Louis Ave. Receiver
 F. W. Hinkley, 12 A S. High St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. F. Hall, 2d and 4th Sundays.
 Lawrence Sullivan, Box 367 Master
 George Richter Secretary
 Alexander McLennan Collector
 Daniel O'Connor, 93 Decatur St., Indi-
 anapolis, Ind. Receiver
 S. Gibson Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd
 Fellow's Hall, cor. Brook and Main Sts.
 Joshua Proctor, Box 60 Master
 John S. Ott, L. Box 523 Secretary
 C. M. Probst, Box 64 Collector
 John S. Ott, L. Box 523 Receiver
 A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. F. Hall, on Johnson Ave., every
 Wednesday at 1 P. M.
 Charles W. Maier, Box 514 Master
 I. B. Melville Secretary
 C. Parsons Collector
 Lot. Brandenburg Receiver
 F. K. Plance Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 319 Master
 Geo. McCormack, Box 590 Secretary
 Geo. McCormack, Box 590 Collector
 A. M. Sotirwine, Box 359 Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Popjoy, Box 675 Master
 Frank R. Melcher, Box 639 Secretary
 Henry Popjoy, Box 675 Collector
 Frank R. Melcher, Box 639 Receiver
 S. A. McFadden, Box 593 Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. F. Collins, 905th Ave., S. Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 365 G Ave., West Receiver
 Chas. R. Kimbro, 860 F Ave. W. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan, Box 377 Master
 Wm. L. Kingelty Secretary
 Lewis C. Clark Collector
 Frank D. Winn, L Box 232 Receiver
 H. W. Bird Box 21 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each month, corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 C. F. Larsen, Box 301 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 R. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque, Iowa Magazine Agent

31. R. E. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Woodman's Hall, cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commercial Sts. Master
 S. S. Hamrick, 1608 Main St Secretary
 Chas. Bennington, 1413 Santa Fe St Collector
 John O'Connor, 1420 Santa Fe St Receiver
 Frank Short, 1511 Main st. Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 8 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.
 Frank A. Kinch, 5227th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 235 7th Ave Receiver
 Jos. F. Butler, 1705 S. 5th St Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Kbel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 480 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 480 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S. Express Co Master
 Albert H. Kelley 98 Green St Secretary
 M. E. Clark, 82 Green St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. E. Clark, 82 Green St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nurey, Box 318 Receiver
 Alfred C. Sauls, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 James Griffin, cor. 9th Ave. and 27th St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.
 Wm. Ryan, 603 W. Graham St Master
 P. L. Cutler, 604 N. Allen St Secretary
 P. L. Cutler, 604 N. Allen St Collector
 Ed. W. Spreen, 706 N. Mason St Receiver
 Thomas Powderly, 1208 Western Ave., Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.
 J. Swable Master
 N. H. Olson, L. B. 173 Secretary
 Samuel Butson Collector
 Walter Morris Receiver
 F. C. Parker, L. Box 178 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sundays at 2:30 P. M.
 Byron B. Wilber, 901 W Johnson st Master
 F. Lawrence, 416 W Mifflin St Secretary
 John Harrington, 520 W Main St Collector
 Byron B. Wilber, 901 W Johnson St Receiver
 Frank Lawrence, 416 w. Mifflin St, Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d Thursdays.
 W. E. Sullivan, 2235 S. 6th St Master
 W. E. Brivston, 516, cor 5th and Maple Secretary
 W. E. Sullivan, 2235 S. 6th St Collector
 C. C. Montgomery, 2012 Savanna Ave Receiver
 H. E. Slater, 1304 S. 9th St Magazine Agent

44. F. W. AENOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 256 Secretary
 Phil. C. Cramer, Box 68 Collector
 J. P. Collins, Box 256 Receiver
 I. E. Goodin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 G. W. Huffman, 310 S. Ringo St Master
 Ed. Chamberlain, Box 174, Argenta, Ark Secretary
 William Smith, 208 S. Cross St Collector
 George Emery, 1009 North St Receiver
 A. Wade, 1316 North St Magazine Agent

44. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St Master
 E. W. Rowland, 901 E Capitol Ave Secretary
 Wilson Somerville, 705 S 9th St Collector
 D. C. Webster, 1117 S. 8th St Receiver
 E. W. Anderson, 705 S. 9th St Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 Lawrence Murphy, 1474 Indiana Ave. Master
 George Porter, 1509 Indiana Ave Secretary
 George Porter, 1509 Indiana Ave Collector
 Ben. Busch, 1537 Michigan Ave Receiver
 M. Jones, 115 18th st Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St Master
 J. V. Johnson, 413 Persimmon St Secretary
 W. A. McMillan, 206 State St Collector
 George C. Watt, 617 1st St Receiver
 A. G. Elbertson, 711 N. Adams St Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 E. J. Wilkins, 1830 E. William St Master
 Dan Dineen, 537 N Broadway Secretary
 Charles Hockery, 1643 E. William St Collector
 A. H. Sutton, 975 N. Water St Receiver
 E. J. Wilkins, 1830 E William St Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M., and 2d and 4th Saturdays at 7:30 P. M.
 Calvin M. Wolcott, 5001 State St Master
 W. H. Green 4900 Dearborn st Secretary
 C. D. Dickerman, 5142 Dearborn St Collector
 T. G. Berry, 337 48th St Receiver
 F. C. Hannahan, 4087 Dearborn St., Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.
 John S. Carson, Box 437, Station A, Springfield Master
 Michael Gaffney, Box 277 Springfield Secretary
 Geo. A. Hasler, Station A, Springfield Collector
 John S. Carson, Box 437, Station A, Springfield Receiver
 L. S. Wolfe, Station A Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Saturday evening.
 Charles Truman, 1316 Spear St Master
 W. A. McDonald, 1216 Smead St Secretary
 A. W. Cook, 822 14th st Collector
 M. W. Jamison, 405 Market St Receiver
 J. A. Holland, N Sycamore St Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 130 P. M.
 A. E. Pearce, Box 1201 Master
 J. T. Williams, 121 Congress St Secretary
 John McGaha, Moline, Kan Collector
 John C. Hadley, 22 Pine St Receiver
 E. Bryson, 326 West st Magazine Agent

54. ASHBOUR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 J. F. Beely Master
 R. P. Corrigan, Box 682 Secretary
 M. Sullivan, Box, 1551 Collector
 R. P. Corrigan, Box 682 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 Wm. Shanley, 298 High st Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.
 W. E. Baldwin, L Box 400 Master
 Charles H. Runyan Secretary
 Joseph J. Smith, Box 51 Collector
 T. A. Newcomb Receiver
 W. M. Collicott Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Engineers' Hall, 47 Hanover St., 1st and 3d Sundays.
 F. F. Derby, 16 Hotel Salem, Charlestown, Master
 Sheridan Bibebe, 202 Harrison ave Secretary
 W. H. Spurr, 68 Hammond St Collector
 W. H. Bigelow, 10 Hotel Salem, Charles- town Receiver
 H. E. Stevens, 5 Davis St Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 Elmer E. Greeley Master
 C. B. Cottrell Secretary
 A. C. Thyle Collector
 George B. Clark Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.
 A. M. McMurray, Box 454 Master
 S. R. Sexton, Box 330, Pueblo Secretary
 C. S. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 218 E 3d St., Pueblo Receiver
 Wm. Chambers, D. & R. G. shops, Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.
 James Wertz, 2013 N 3d St Master
 Howard Reeder, 1943 Lawrence St Secretary
 James Wertz, 2013 N 3d St Collector
 B. F. Pettit, 1833 Marshall St Receiver
 Chas. I. Reihner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St. 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave Master
 P. McLaughlin, 101 Sycamore St Secretary
 Geo. W. Klinefelter, 489 Agate St Collector
 Theo. T. Hart, 709 Tuscarora St Receiver
 J. Johnson, 176 Penna ave Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,
 Geo. P. Berry Master
 U. S. Van Dermark, Box 41 Secretary
 W. H. Brokenshire Collector
 A. M. Banks, Box 479 Receiver
 D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.
 H. J. Bohn, 501 E. Main St Master
 George H. Boyd Secretary
 E. E. Partlow, 713 N. Hazel St Collector
 B. M. Manion, 202 Collett St Receiver
 Chas. Stevens, 512 Hazel St Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 D. L. Davenport, 1521 E 6th St Master
 Chas. Forsyth, St. James, Minn Secretary
 Sidney Weir, 506 Iowa St Collector
 James Griffin, 419 Clark St Receiver
 H. G. Stowell, 1117 Seventh St Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
 J. B. Newcomer Master
 Geo. T. Bennett, Box 3 Secretary
 J. Evans, Box 488 Collector
 W. D. Grimes Receiver
 M. J. Fitzpatrick, 821 W 5th St., Winona, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.
 W. C. Curtis, Box 80, Belleville Station Secretary
 Victor Wensley, Box 51, Belleville Station, Master
 Wm. J. Leque Collector
 Wm. J. Leque Receiver
 Jas. Williamson, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.
 John Ross, Clarence Square Master
 Geo. E. Crowhurst, 206 Grange ave. Secretary
 P. Richardson, 19 Mitchell Ave Collector
 James Pratt, 172 Huron St Receiver
 D. Bracken, 669 King St. W Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.
 J. S. McCauley, Box 24 Master
 Richard Hall Secretary
 Patrick E. Keating, Box 62 Collector
 E. W. Brogan, Box 127 Receiver
 Geo. W. Defoe Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.
 J. B. Hislop, Box 620 Master
 George Purvis, Box 620 Secretary
 J. G. Goodison, Box 206 Collector
 W. J. Dowell, Box 183 Receiver
 J. G. Goodison, Box 206 Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2 P. M.
 J. H. Doan, Box 411 Master
 Charles S. Weller, Box 316 Secretary
 Albert N. Oden, Box 411 Collector
 T. E. Watts, Box 411 Receiver
 C. W. Slayter, Box, 421 Magazine Agent

71. SUNKHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 3 P. M.
 J. E. Owens Master
 W. W. Rowe, 45 Clinton St Secretary
 Howard Wickham Collector
 Irvin Baker, 38 Grove St Receiver
 Menzo W. Colyer Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
 Geo. W. Tash, 236 Senate St Master
 James L. Gibbs, Collingswood Secretary
 Geo. W. Austermuhl, 437 Mickle St Collector
 James L. Gibbs, Collingswood Receiver
 G. W. Austermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d and 4th Sundays.
 James W. Mead, 75 Prospect St Master
 Charles A. Smith, Box 739 Secretary
 J. J. Cunningham, 29 Pescott St Collector
 Charles A. Smith, Box 739 Receiver
 W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
 Thomas Donahue, Box 421 Master
 Edwin J. Pearce, Box 421 Secretary
 G. B. Campbell, Box 421 Collector
 Edwin J. Pearce, Box 421 Receiver
 G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons
 W. W. Jones, 1403 N. 52d St Master
 C. W. Reeves, 750 N 38th St., West Philadelphia Secretary
 John T. Findley, 3604 Fairmount Ave. Collector
 C. W. Reeves, 750 N 38th St., West Philadelphia Receiver
 J. T. Findley, 3604 Fairmount Ave. Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.
 Wm. Pannon, Box 67 Master
 W. C. Hall, Box 253 Secretary
 Harry Pearce Collector
 W. W. Hurd Receiver
 W. L. Adair Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.
 Thos. N. Worth, 1,110 Converse St., N. Denver Master
 W. F. Brundage, 1216 Larimer St Secretary
 D. L. Marrs, 425 Beeche Ave., N side Collector
 W. F. Brundage, 1216 Larimer St Receiver
 S. L. Kanage, 2,601 Market St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.
 Frank Boltinghouse, 1,103 E. Third St Master
 J. P. Alcorn, 1,223 Engineer St Secretary
 G. H. Lyons, 318 Engineer St Collector
 Henry Auleitner, 1106 E. 5th St Receiver
 G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 Dan O'Donnell Master
 Charles E. Stone Secretary
 Charles E. Stone Collector
 Frank I. Carr Receiver
 John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.
 John S. Slick, 447 Main St Master
 P. G. Springer, Room 8 Frazier Block Secretary
 Geo. J. Waters, 202 5th St Collector
 Chas. S. Mason, 91 South St Receiver
 P. G. Springer, Room 8 Frazier Block Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and 4th Sundays 2 P. M.
 W. J. Bain, Box 1,763 Master
 George Watts, Box 1831 Secretary
 George E. Watson Collector
 J. F. McGinnis Receiver
 Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 68 and 70 6th St., S.
 Ernest B. Mayo, 424 1st Ave South Master
 W. E. Richmond, 829 N Girard Ave Secretary
 Robert J. Watson, Mt. Curve ave., bet. Knox and Logan ave Collector
 W. E. Richmond, 829 N Girard Ave Receiver
 Ernest B. Mayo, 424 1st Ave. S. Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 Master
 George H. Tucker, Box 590 Secretary
 I. M. Dean, Box 406 Collector
 George H. Tucker, Box 590 Receiver
 Nick Phaler, Box 406 Magazine Agent

84. CALHOUN; Battle Creek, Mich.
Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th
Sundays at 2:30 P. M., and 1st Monday at 7:30
P. M.
John Tighe, 79 Hart St. Master
James Burgess, 64 Cliff St. Secretary
Frederick Voss, 103 Green St. Collector
E. C. Wilder, 50 South Ave. Receiver
Thos. Minshall, 24 Irving St. . . . Magazine Agent

85. FARGO; Fargo, N. Dakota.
Meets 2d and 4th Mondays at 8 P. M. in I. O. O.
F. Hall, corner Robert St. and 2d Ave.
W. W. Sturman, 1604 16th St. Master
Wash. Terrett, 17 16th St. Secretary
Wash. Terrett, 17 16th St. Collector
Eugene McAuliffe, 114 9th St., S. . . . Receiver
A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.
Meets in K. of L. Hall, Friday evening at 7:30.
George W. DeForest, Box 455 Master
William N. Roth, Box 458 Secretary
George W. DeForest, Box 455 Collector
William N. Roth, Box 458 Receiver
George M. Harris Magazine Agent

87. SUMMIT; Rawlins, Wyoming.
Meets in I. O. O. F. Hall, every Thursday, at 7:30
P. M.
Thomas F. Croake, Box 87 Master
Ed. Smyth Secretary
J. B. Robinson Collector
T. F. O'Donnell Receiver
Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.
Meets in I. O. O. F. Hall, Thursdays at 7:30 P. M.
J. C. Bowman Master
L. W. Putnam Secretary
Wm. Verry Collector
Frank McCann Receiver
Dennis Moore Magazine Agent

89. CHEHAU; Montgomery, Ala.
Meets every Sunday at 3 P. M. in K. of P. Hall,
over National Bank, Commerce St.
E. L. Cranford, 287 Selma St., Selma, Ala. . . Master
D. C. Hair, Box 435 Secretary
J. F. Sugg Collector
E. L. Cranford, 287 Selma St., Selma, Ala. . . Receiver
W. H. McDade, Atlanta, Ga. . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.
Meets in A. O. U. W. Hall, every Sunday at 7:30
P. M.
Jas. C. Sharp, Box 704 Master
Jas. A. Brewster, Box 645 Secretary
Wm. Fleming, Box 645 Collector
J. M. Walker, Box 645 Receiver
W. H. Fletcher, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.
Meets corner Valencia and 16th Sts., 2d and 4th
Tuesdays at 7:30 P. M.
John A. Center, 322 Shotwell St. Master
Chas. A. Crites, 203 16th St. Secretary
Ed. F. Dougherty, 230 Shotwell St. . . . Collector
Chas. A. Crites, 203 16th St. Receiver
W. S. Runyon, 175 16th St. . . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.
Meets 2d and 4th Sundays in Frontier City Hall,
Jefferson Block.
Charles H. Spath, 39 W. Talman St. . . . Master
M. H. Connell, 16 E. 5th St. Secretary
James Whalen, 290 W. 7th St. Collector
James Whalen, 290 W. 7th St. Receiver
Thos. Bradley, 123 W. Caluga St. . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.
Meets in Horn's Hall, corner 8th and Main St., 2d
and 4th Sundays at 2 P. M.
John Cronin, corner B and Bluff St. . . Master
E. J. Kelly, 519 Ridge St. Secretary
John Burns, 513 Des Moines St. . . . Collector
E. J. Kelly, 519 Ridge St. Receiver
Henry Montgomery, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.
Meets in B. of L. F. Hall, corner Tool Ave. and
Pennington St., every Tuesday at 7:30 P. M.
W. W. Walker, L. Box 218 Master
H. W. Brandt, L. Box 218 Secretary
W. E. Buller, L. Box 218 Collector
J. W. Hudson, L. Box 218 Receiver
Geo. T. Latimer, L. Box 218 Magazine Agent

95. CHICAGO; Chicago, Ill.
Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P.
M., and last Sunday of each month, at 9:30
A. M.
D. M. Leavitt, 38 Temple St. Master
John J. Doyle, 165 W. Chicago ave. . . . Secretary
J. F. Cantlon, 142 Front St. Collector
E. W. Wallbaum, 188 Milton Ave. . . . Receiver
Allen Webb, 264 N. Carpenter St. . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.
Meets 1st and 3d Sundays in B. of L. E. Hall,
Main St.
G. Leibtag, Box 685 Master
Joseph Quinn, Box 685 Secretary
L. M. Lockhart, Box 685 Collector
Joseph Quinn, Box 685 Receiver
John Leibtag, Box 685 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.
Meets in Engineer's Hall, at 512 San Fernando
St., every Tuesday at 7:30 P. M.
Ed. Whitney, 46 Ann St. Master
H. C. Forsyth, 22 Railroad St. Secretary
Wm. T. Curl, 630 San Fernando St. . . . Collector
Ed. Whitney, 46 Ann St. Receiver
J. S. Gates, 770 St. Fernando St. . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.
Meets in Engineers' Hall every Tuesday.
S. E. Canady Master
H. J. Grubman Secretary
Fred Frolich Collector
Edward G. White Receiver
Ved. Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.
Meets in K. of H. Hall at No. 33 Market St., every
Friday evening
E. E. Prunty, 41 1st Ave. Master
W. P. Couch, 24 Thompson Ave. Secretary
George Kingsley, 22 Upton Park Collector
George Kingsley, 22 Upton Park Receiver
Louis Mansfield, 44 Ames St. . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.
Meets in Wright's Hall, corner Main and Adams
Sts., every Monday at 2 P. M.
Wesley Alsip, Box 609 Master
Richard A. Potter, Box 609 Secretary
A. M. Freeman, Box 609 Collector
Richard A. Potter, Box 609 Receiver
Wesley Alsip, Box 609 Magazine Agent

101. ADVANCE; Creston, Iowa.
Meets in Firemen's Hall, 222 Pine St., every Sun-
day at 2 P. M.
John Iggoe, Box 246 Master
Frank E. Giltner Secretary
Frank E. Giltner Collector
John Iggoe, Box 246 Receiver
Frank Strunce Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.
Meets in I. O. O. F. Hall, S. E. cor. 6th St., and
Grand ave., alternate Sundays at 2 P. M.
R. E. Nash, 1412 Grand ave. W. Master
W. L. Cars, 849 W. 13th St. Secretary
C. C. Woodward, 917 Court ave., Des
Moines Collector
F. S. Payne, 115 E. 9th St. Receiver
W. L. Cars, 849 W. 13th St. . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.
Meets in Colgan's Hall, corner 10th and Walnut
Sts., every Thursday at 2 P. M.
Isaac Honaker, 1014 E. Green St. . . . Master
Christ. Ketterer, 710 18th St. Secretary
Murray Cook, 912 Magazine St. Collector
Christ. Ketterer, 710 18th St. Receiver
Henry Blume, 1,000 10th St. . . . Magazine Agent

104. "OLD KENTUCKY," Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St.,
1st and 3d Thursdays at 7:30 P. M.
Frank Robertson Master
M. J. Connelly, Box 151 Secretary
Charles Heimberger Collector
Frank Robertson Receiver
Charles Heimberger Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P.
M., 2d and 4th Sundays at 2 P. M.
F. W. Peterson Master
James Strahan Secretary
J. M. Lindemon Collector
Frank D. Fenn, L. Box 20 Receiver
Frank D. Fenn, L. Box 20 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofits Hall 2d and 4th Sundays at 2 P. M.
Joseph Chaloupka, 1470 Cedar St. Master
Henry Quade 446 High St. Secretary
Joseph Chaloupka, 1470 Cedar St. Collector
Lavertt Douglass, 993 Garfield Ave. Receiver
Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday
night.
August Gerhart, Box 196 Master
P. D. Gregg, Box 677 Secretary
Chas. D. Hoyt, Box 183 Collector
Thomas Wilson, Box 497 Receiver
George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every
Thursday at 7:30 P. M.
Wm. J. Brown Master
Edward Bradley Secretary
Frank Wilson Collector
R. T. Pearson Receiver
John A. Simon, Alamosa, Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and
Market St., 2d and 4th Fridays of each month
at 7:30 P. M.
W. J. Murphy, 314 Montrose Ave. Master
J. L. Pate, 2919 Caroline St. Secretary
Charles Durnell, 1308 S Compton Ave. Collector
J. L. Pate, 2919 Caroline St. Receiver
J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mans-
field St., every 2d and 4th Sundays at 2 P. M.
J. R. Gordon, L. Box 235 Master
C. P. Collins, L. Box 235 Secretary
William Fitzmaurice Collector
W. C. Bruce Receiver
C. P. Collins, L. Box 235 Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
P. J. Szagle, L. Box 864 Master
W. P. Fitzgerald, L. Box 846 Secretary
F. W. Neldheiser, Box 605 Collector
W. P. Fitzgerald, L. Box 846 Receiver
Geo. W. Coen Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays
at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
S. R. Wild Receiver
G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
W. J. Ingling Master
John H. Hiler Secretary
John H. Shannon Collector
Frank Walton, Box 166 Receiver
G. VanDoozer Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every
Wednesday at 8 P. M.
Michael Walsh Master
Thomas O. Jones, Box 250 Secretary
Thomas O. Jones, Box 250 Collector
Ernest Heenan, 1010 Central Ave. Receiver
James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of
Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
Jno. Buckley, 19th and O & 1/2 Sts. Secretary
Wm. Powell, 25th St. & Broadway Collector
H. L. Briggs, Cor. 8th and Market Sts. Receiver
Wm. Powell, 25th St. and Broad-
way Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineer's Hall, 1st and 3d Sundays at
1:30 P. M.
William Dingwall, 2004 Stone St., Port
Huron, Mich. Master
R. J. Gee, 1604 Poplar St., Port Huron Secretary
R. J. Gee, 1604 Poplar St., Port Huron Collector
E. G. Hubbard, Box 127 Receiver
Samuel Carson, Box 198 Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each
month, in K. of P. Hall, Carling's Block, Rich-
mond St.
S. T. Fletcher, 221 Maitland St. Master
R. Hornsby, 154 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John Dickson, 367 Simcoe St. Receiver
Wm. Allan, 266 Clarence St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite
Skating Rink, 1st and 3d Sundays at 2 P. M.
R. A. Leonard Master
Geo. A. Pearson, Richmond Station Secretary
Geo. A. Pearson, Richmond Station Collector
John Kelly, Richmond Station Receiver
Geo. A. Pearson, Richmond Station,
Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alter-
nately, in English School Room.
Wm. Carmichael, River du Loup Station Master
Louis D. Poulin, I. C. Ry. Station Secretary
Louis D. Poulin, I. C. Ry. Station Collector
W. H. Rougeau, River du Loup Station Receiver
W. H. Rougeau, River du Loup Sta-
tion Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Sa-
lina Sts., 1st and 3d Sundays at 3 P. M. and 2d
and 4th Tuesdays at 7 P. M.
E. F. McNulty, 615 W Fayette St. Master
Simon Mangano, 730 Otisco St. Secretary
L. G. Rousseau, 16 1/2 Richmond St. Collector
F. H. Livingston, 404 Jackson St. Receiver
A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
of each month at 3 P. M.
James F. Roody Master
Isaiah D. Wolcott, 2 Magee St. Secretary
Isaiah D. Wolcott, 2 Magee St. Collector
E. E. Everts, 150 E Erie Ave. Receiver
C. F. Ramsdell, 150 E Erie Ave. Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, every Sunday at
2:30 P. M.
A. C. Reif Master
Wm. E. Gray, Box 380 Secretary
Charles Roley Collector
Thos. H. Crowner Receiver
Wm. Wolf Magazine Agent

122. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every
Wednesday at 8 P. M.
Albert Cole, 1719 Mason St. Master
John Glynn, 1722 S. 6th St. Secretary
J. D. Behrens, 810 Pierce St. Collector
Albert Cole, 1719 Mason St. Receiver
Wm. Millar, Riverside Hotel,
Beatrice, Neb. Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 9:30 P. M.
H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Zillye, Box 389 Receiver
E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and
4th Sundays.
W. M. Gallup, 512 S 3d St. Master
J. P. Boyce, 207 S Center St. Secretary
J. L. Smedes, 509 R R St. Collector
J. M. Larimer, 307 S 3d Ave. Receiver
J. L. Smedes, 509 R R St. Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d
and 4th Sundays.
R. C. Henry Master
E. H. Talmadge Secretary
Thos McFarlane Collector
W. A. Brossard Receiver
Wm. Ryan Magazine Agent

127. SOUTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tues-
day and 3d Wednesday evening.
J. G. Jonah, 226 McWilliams st. Master
H. Ensligh, 76 Williams St. Secretary
W. M. Vansickle, 81 Isabel St. Collector
Thomas Reese, 20 Gunnell St. Receiver
W. J. Higgins, 1 Shultz St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7
P. M.
Geo. M. Brown Master
C. C. Smith, Box 58 Secretary
B. F. Brown Collector
James McKenzie, Forsyth Receiver
M. E. Colbert Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at
2 P. M.
M. A. Harring, Box 525 Master
J. F. Burns Secretary
M. Quinn Collector
J. S. Rogers, Box 622 Receiver
Ed. McLean, Box 328 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at
2 P. M.
Con. S. McAuliffe, 451 Walker St. Master
Bernard J. Fahl, Western Ave. and
Wells St. Secretary
Con. S. McAuliffe, 451 Walker St. Collector
Con. S. McAuliffe, 451 Walker St. Receiver
Edward Henretty, 569 3d Ave Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at
2:30 P. M.
A. R. Johnson, Box 211 Master
George L. Gearhart Secretary
A. R. Johnson, Box 211 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows's Hall, 1st and 3d Sundays
2:30 P. M.
Harry G. Pool, Box 386 Master
W. R. Hammond, Box 406 Secretary
Stephen E. Calkins, Box 49 Collector
John H. Howell Receiver
E. G. Bates, Lake City, Ia. Magazine Agent

133. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, 2d and 4th Sundays at
7 P. M.
J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Geo. E. Kendall, Box 82 Receiver
T. J. Peterson Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.
W. C. Barney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at
7 P. M.
Colin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Colin McArthur Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at
8 P. M.
Thos. R. Wilkinson, Box 454 Master
Archie McArthur, Box 454 Secretary
Archie G. Edmunds, Box 454 Collector
John A. Watson, Box 454 Receiver
Jos. Kelcher, Box 454 Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at
2:30 P. M.
C. W. Friend Master
J. T. Hull, Box 375 Secretary
Geo. W. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
W. C. Ingraham Master
Harry Stanley, 101 Walnut St Secretary
P. H. Burns, 15 Float St Collector
George Showalter, 50 N. Galena ave Receiver
George Showalter, 50 N. Galena
ave Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.
J. J. Norton Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Parker Barrett Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30
P. M.
A. G. Archer Master
W. S. Brewster Secretary
J. W. Hardy, L Box 599 Collector
Henry Wise, L Box 599 Receiver
S. W. Seelinger Magazine Agent

141. A. B. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every
Wednesday at 7:30 P. M.
A. J. Kohler, 461 Calhoun St. Master
H. Kilpatrick, 142 N. Cass St. Secretary
J. H. Westerman, 20 Buchanan St. Collector
W. R. Fredericks, 415 S Lafayette St. Receiver
Frank C. Smith, 46 Elm St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, St. Clair St., 5th Ward,
1st and 3d Sundays at 1:30 P. M., and 2d and 4th
Thursdays at 7 P. M.
Albert M. Mead, Air Line Junction Master
B. J. Ross, Penn. Engine House Secretary
G. W. Neeser, 406 Broadway Collector
Fred. E. Bittman, 718 S Erie St. Receiver
J. G. Hoffstatter, Air Line Junc-
tion Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every Monday, at 8 P. M.
 T. L. Davis, 1232 Euclid Ave., Alameda . . . Master
 A. J. Clark, Box 266 Oakland . . . Secretary
 T. J. Roberts, 1,830 William St., Oakland, Collector
 C. Sellander, 963 4th Ave. East Oakland, Receiver
 E. P. Wood, Berkeley, Cal. . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 Wm. A. Thompson . . . Master
 A. B. Thompson . . . Secretary
 Wilmot Keith . . . Collector
 Wm. A. Thompson . . . Receiver
 William Hamilton . . . Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.
 R. Nicholson, 319 10th St . . . Master
 Edward Beere, Cor. Cherry and Burleson Sts . . . Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts . . . Collector
 Edward Beere, cor. Cherry and Burleson Sts . . . Receiver
 H. A. Donaldson, 23 River Ave . . . Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 D. M. Moody, 105 Hardy St . . . Master
 C. C. Gerber, Orange . . . Secretary
 Chas. F. Miller, S. P. Shops . . . Collector
 H. Hoffman, 22 Hardy St . . . Receiver
 J. D. Monaghan, 13 Vine St . . . Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105 . . . Master
 James Conney, Box 105 . . . Secretary
 Frank John, Box 105 . . . Collector
 W. W. Short, Box 105 . . . Receiver
 H. C. Belt . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 Mike Bannan, Box 416 . . . Master
 F. James, Box 416 . . . Secretary
 C. W. Rankin . . . Collector
 M. E. Stafford, Box 488 . . . Receiver
 J. W. Hain, Box 416 . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1418 Ave. A . . . Master
 P. A. Donahue, 311 W 55th St . . . Secretary
 Robert T. Rowce, 1958 3d Ave . . . Collector
 Albert H. Hawley, 2,707 8th Ave . . . Receiver
 Chas Cowdick, 236 E 119th St . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. D. Fletcher, 212 Garden St . . . Master
 Wm. Charlesworth, 240 W. Washington St . . . Secretary
 Abe Switzer . . . Collector
 Wm. D. Reany, 416 W Washington St . . . Receiver
 Wm. Thomas, 350 W. Washington St . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 38 Elgin St . . . Master
 Wm. Perkins, 150 Wellington St . . . Secretary
 Wm. Broughton, 18 Inchbury St . . . Collector
 William F. Barnes, 180 Queen St . . . Receiver
 Wm. Broughton, 18 Inchbury St . . . Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcaumn Hall, 1st and 3d Sundays.
 W. A. Maguire . . . Master
 Frank E. Ayers, Box 104 . . . Secretary
 Frank Potter . . . Collector
 Thos. A. Weir, Kirby House, Saginaw, Receiver
 Frank E. Ayers, Box 104 . . . Magazine Agent

153. H. C. LOED; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 212 Hill St . . . Master
 J. B. Martin, 401 S. Broadway . . . Secretary
 H. L. Wright, 11 S. Barbee St . . . Collector
 J. T. Helman, 114 N Broadway . . . Receiver
 J. M. Parmley, 104 1st and Barbee Sts . . . Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.
 R. W. Cameron, Box 141 . . . Master
 Ed. K. Brehl . . . Secretary
 J. E. Flint, Box 819 . . . Collector
 M. A. Lea, Box 77 . . . Receiver
 S. C. McFadden, 717 E 2d st., Ottawa, Kan. . . Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St . . . Master
 William J. Campbell, 2546 8th Ave . . . Secretary
 William J. Campbell, 2546 8th Ave . . . Collector
 J. L. McGrane, 2558 8th Ave . . . Receiver
 J. L. McGrane, 2558 8th Ave . . . Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.
 W. E. Randolph, Box 256 . . . Master
 N. F. Colbert, Box 256 . . . Secretary
 M. T. Byrnes, Box 256 . . . Collector
 J. C. Potter, Box 256 . . . Receiver
 J. C. Potter Box 256 . . . Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall every Sunday at 2 P. M. and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty . . . Master
 F. P. Stutesman, L. Box 807 . . . Secretary
 Geo. H. Smith . . . Collector
 M. E. Whetsel . . . Receiver
 F. E. O'Connell . . . Magazine Agent

159. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Chas. E. Matteson, 187 Welsh Ave . . . Master
 A. Edmiston, 298 Ropelle St . . . Secretary
 John W. Lee, 647 Congress St., E . . . Collector
 Ed. Heldenrich, 124 Hastings St . . . Receiver
 Louis Groseauf, 251 Labrosse St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Sumner and Union Sts., every Monday at 8:30 A. M.
 G. Kunding, N. C. & St. L. Round House . . . Master
 D. J. Singleton, 471 Humphrey St . . . Secretary
 D. J. Singleton, 471 Humphrey St . . . Collector
 J. L. Enoch, 241 Foster St., E Nashville . . . Receiver
 D. J. Singleton, 471 Humphrey St., Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 3 and 4th Sundays at 2 P. M.
 W. H. Boleman, 509 William St . . . Master
 R. T. Skinner, 1,503 Walnut St . . . Secretary
 E. F. Stiker, 1,611 Division St . . . Collector
 F. W. Hunter, 1,044 Main St . . . Receiver
 John Z. Fairchild, 516 Upper 11th St., Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St . . . Master
 S. W. Fowler, cor. Port and Linn Sts . . . Secretary
 S. W. Bowser, cor. Port and Linn Sts . . . Collector
 J. D. Hawksworth, 2003 Madison St . . . Receiver
 J. A. Richards, 1117 S 8th St . . . Magazine Agent

102. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S. Main St. Master
 J. C. Doty, 311 Harrison St. Secretary
 Theo. Snader, 510 Sixth St. Collector
 D. F. Wagner, 326 Jefferson St. Receiver
 Sam. E. Ivey Magazine Agent

103. ETTA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 Dewitt Hope, Box 56 Magazine Agent

104. KEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derck, Box 202 Collector
 John J. Derck, Box 202 Receiver
 M. Eldridge Magazine Agent

105. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.
 J. M. Brombaugh Master
 O. E. Leedy Secretary
 George B. Richason, Box 283 Collector
 Albert I. Kouth Receiver
 W. W. Adams, Box 166 Magazine Agent

106. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.
 C. M. Keller, Box 619 Master
 J. P. McCaulay, Box 340 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L. Box 343 Receiver
 A. W. Beaver, Box 529 Magazine Agent

107. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M. and 2d and 4th at 7 P. M.
 Chas. W. Bryan Master
 C. E. Velin Secretary
 Chas. W. Bryan Collector
 Hugh Farmer Receiver
 H. P. Smith, Wallula, Wash. Ter. Magazine Agent

108. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 Fred. Stirnemann Master
 J. E. Wells, 416 Avon St. Secretary
 George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Thos. Cawley, 521 Mill St. Receiver
 Frank M. Barker, 713 George St. Magazine Agent

109. E. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 H. H. Sweet, 51 Elm St. Master
 V. C. Randolph, 79 River St. Secretary
 A. H. Spencer, 18 Elm St. Collector
 A. H. Spencer, 18 Elm St. Receiver
 W. A. Saylor, 18 Crosby St. Magazine Agent

110. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E. 3d St. Master
 A. H. Garfield, 511 Beach St. Secretary
 Thos. C. Laulters, 520 Utah St. Collector
 Frank Booth, Room 1, Houghton blk. Receiver
 E. O. Schlereth, 2421 Market St. Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 John J. Fergusson Master
 Thos. W. Hennessy, Box 167 Secretary
 Peter Fraser Collector
 Jas. A. Sproull, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 G. W. Hawley, Lorne ave. Master
 Mills Foster, 544 Wellington st. Secretary
 H. A. McAuley, Hintonbury Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Alex. McCraig, Can. & Pac. Ry. Shops Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Clem Weiker Master
 Geo. F. Fleming Secretary
 Simeon Frost, Coolidge, N. M. Collector
 Jas. Bullard Receiver
 Wm. J. Burke Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., 8ible's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.
 Ed. E. Ewing, cor. Front and Boas Sts. Master
 W. H. Morne, 1504 N. 6th st. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N. 2d St., every Wednesday at 7 P. M.
 Ben. Tobin, 228 Indiana Ave. Master
 James Keley, 345 E. Main St. Secretary
 Willis Stone, Gay St., E. Collector
 C. D. Tomlinson, 351 Clinton St. Receiver
 C. D. Tomlinson, 351 Clinton St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 65 Master
 W. F. Gorman, Box 235 Secretary
 W. F. Gorman, Box 235 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 Geo. M. Lovett Master
 H. M. Worthington, Box 184 Secretary
 Geo. C. Sparks, Box 184 Collector
 M. H. Neal, Box 184 Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
 Leonard W. Kessler, 50 N. 3d St. W. Master
 J. F. Keim, 26 Sullivan St. Secretary
 F. A. Featherston, 222 N. 3d St. W. Collector
 W. C. Wightman, 50 N. 3d St. W. Receiver
 E. L. Hawkins, 419 W. 5th St. S. Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.
 J. W. Barber, University Place Master
 J. K. Robinson, 718 H St. Secretary
 J. W. Barber, University Place Collector
 J. K. Robinson, 718 H St. Receiver
 E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
 M. J. Kiley, 602 Jefferson Ave. Master
 Frank Macneil, 519 15th St. Secretary
 David Meckhan, I. C. R. R. Shops Collector
 M. J. Kiley, 602 Jefferson Ave. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

192. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 221 W 18th St Secretary
 A. H. Gifford, 221 W 18th St Collector
 T. F. Ray, cor 19th and Chestnut sts Receiver
 Geo Haybarger, cor 16th and Chestnut sts Magazine Agent

182. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 W. H. Jayred Master
 W. H. Cross Secretary
 W. T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St Collector
 John E. Myers, 734 Broadway Receiver
 S. H. Harting, 328 N Pierce St Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 Dan Durke Master
 L. S. Lytle, Box 311 Secretary
 J. T. McGee, Box 311 Collector
 C. L. Webster, Box 311 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3834 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 3613 La Salle St Master
 James Manning, Wabash Roundhouse, 41st St Secretary
 John Nolan, 3829 Butterfield St Collector
 J. S. Everett, 4219 School St Receiver
 Sherman Alsop, Wabash Round House Forty-first St Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2:30 P. M.
 John W. Parson Master
 M. Hudleson Secretary
 Frederick L. Patton Collector
 John W. Parson Receiver
 W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Michle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 E. P. Tobias, 39 Fairfield Ave Master
 Walter Karch, 21 Maplewood Ave Secretary
 Chas. Benjamin, 49 Maplewood Ave Collector
 Lewis L. Gay, 675 Park Ave Receiver
 Fred Myers, 829 Austin Ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 J. T. La Haie Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia. Master
 Albert D. Perry, Box 727 Secretary
 Oscar W. Merwin, Box 189, Sanborn, Ia. Collector
 Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
 Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 James Martin, L. Box 6 Master
 Forrest Bullard, Box 51 Secretary
 Walter F. Jellison Collector
 H. E. Conger Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.
 Fred. L. Dexter, 1,718 D St Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A. St Collector
 Phillip Green, 1516 Pacific Ave Receiver
 F. L. Dexter, Box 222 Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Rose's Hall, 2d and 4th Sundays, at 2 P. M.
 W. Hays, Albina Master
 J. F. McQuade, Box 287 Secretary
 E. J. Stroud, Box 187 Collector
 D. J. Byrne, Box 287 Receiver
 D. J. Byrne, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30 P. M.
 C. M. Doucett, Box 181 Master
 W. I. Hannan, Box 101 Secretary
 Chas. Wiley Collector
 George C. Slade Receiver
 N. N. Baird, Box 396 Magazine Agent

195. BE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Chas. H. Thompson Master
 Chas. C. Hammond Secretary
 Joseph Bagley Collector
 James Duffy Receiver
 James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 Chas. E. Phelan, Box 330 Master
 S. W. Burdick, Box 330 Secretary
 George Loughton, Box 330 Collector
 John Nelson, 312 W. 7th St Receiver
 Harry C. Newell, 221 E 12th St Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at 1:30 P. M. in B. of L. E. Hall, Law's Building.
 James Bailey Master
 Sam McCormac, Box 309 Secretary
 Leonard Hulbert Collector
 James Bailey Receiver
 A. M. Johnson, Box 337 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50½ State St Master
 H. P. Bayley, 15 State St Secretary
 W. T. Clark, cor. Hester St. & Ford ave. Collector
 W. Y. Dennis, 15 State St Receiver
 H. G. Ferris, 50½ State St Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.
 David Heinzelman, 313 Henrietta St Master
 W. B. Wiseman, 1101 Oak St Secretary
 M. J. Hallisy, 549 Crossman Ave Collector
 W. B. Wiseman, 1101 Oak St Receiver
 A. C. Clemens, 947 Sheehy St Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
 Henry Slegar, N. O. & N. E. shops Master
 W. H. Armstrong, L Box 470 Secretary
 John H. Woodruff, 3129 5th St Collector
 Simon F. Baker, 423 41st Ave Receiver
 Simon F. Baker, 423 41st Ave Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.
 J. D. Bledsoe Master
 James Gaffany Secretary
 W. J. Teague Collector
 Robert McKinley Receiver
 W. F. Quinn, M. & O. shops Magazine Agent

302. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M.,
and 3d Monday at 7 P. M.
Sinnet A. Barker, 495 2d St Master
Lewis R. Gettle, jr., 86 N Sugar St Secretary
Wm. Cutter, Box 320 Collector
J. H. Brandenburg, 143 Hearn St Receiver
W. P. Matthewson Magazine Agent

303. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Friday at 7:30 P. M.
M. W. Smith, Box 109 Master
S. P. Phillips Box 36 Secretary
J. M. Whiteman, Box 26 Collector
V. B. Moughlor, Box 73 Receiver
G. W. Artis Magazine Agent

304. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
Geo. B. Youch, L. D. R Master
L. D. Roberts, L Box 165 Secretary
William E. Dixon Collector
L. D. Roberts, L Box 165 Receiver
J. H. Lambert, Box 100 Magazine Agent

305. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
Christ. McGinnis, 16 State St. Master
Thos. Norwood, 229 Jefferson St Secretary
E. H. Powell, 405 Lake St Collector
Christ. McGinnis, 16 State St Receiver
John R. Mullins, 116 Monroe St Magazine Agent

306. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts.,
every Tuesday at 7:30 P. M.
D. L. Forsyth, 83 market St. Master
Chas. A. Crane, 85 Florida Ave Secretary
J. E. Smithers, 58 Florida Ave Collector
Chas. A. Crane, 85 Florida Ave Receiver
Thomas Cosgrove, K. C. M. & B. Round
House Magazine Agent

307. LOYAL; Weadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays
and 2nd and 4th Wednesdays.
S. H. First, 900 Water St Master
F. H. Nichols, 1025 Water St Secretary
Thomas Newberry, 357 E Center St Collector
George A. Oster, 356 Randolph St Receiver
H. J. Prenatt, 733 Garden St Magazine Agent

308. KEYSTONE; Sunquehanna, Pa.

Meets in Doran's Hall every Sunday afternoon.
John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 337 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent

309. SARATOGA; Whitehall, N. Y.

Meets in Breet's Hall, alternate Sundays.
W. R. Combs, Box 56 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 56 Receiver
Mike Bradshaw Magazine Agent

310. 13-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.
John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
C. R. Weekes, Box 497 Magazine Agent

311. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 3
P. M.
Stewart Bowers, 946 Wilkesbarre st Master
C. L. McKee, 209 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St Collector
A. J. Mickle, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent

312. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sun-
days.
T. H. Lynch, 101 Factory St Master
Geo. D. Ackerson, 42 Coffeen St Secretary
S. G. Wells, 28 Meadow St Collector
F. C. Nichols, 28 Meadow St Receiver
W. Graham, 90 Arsenal St Magazine Agent

313. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sun-
days.
James H. Allison, 103 Henderson St Master
Carl E. Blanchard, 142 Oak St Secretary
Patrick Conlon, 110 Renwick Ave Collector
Edward Davis, 140 Oak St Receiver
J. L. Sullivan, 103 Henderson St Magazine Agent

314. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and
4th Sundays.
Jno. H. Baker, 1707 Maryland Ave Master
J. W. Akehurst, 442 Federal St Secretary
Geo. F. Shuman, 515 3d Ave., Hamp-
den City Collector
Geo. C. Yeagy, 448 Federal St Receiver
T. C. Lambdon, 1309 Valley St Magazine Agent

315. EAST ALBANY; East Albany, N. Y.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St Secretary
Wm. A. Buckbee, 55 John St Collector
Chas. J. Wriker, 17 Glenn St Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent

316. BLACK RIVER; Lorain, Ohio.

Meets in K. of P. Hall, Benson Block, 2d and 4th
Sundays at 12 o'clock noon.
J. M. Hines Master
John J. Wright Secretary
J. C. Crouch Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent

317. HEADLIGHT; Bradl, Ind.

Meets in K. P. Hall, 2d and 4th Sunday alter-
noons.
Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent

318. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
Clayton Colvin Master
R. Griffith Secretary
Wm. Michee Collector
Richard Griffiths, Box 263 Receiver
E. Taylor, Box 152 Magazine Agent

319. SMOKEY CITY; Allegheny, Pa.

Meets cor. Bidwell and Pennsylvania Aves. every
Monday at 2:30 P. M.
J. L. Phillips, 261 Franklin St Master
Geo. R. Fletcher, 307 Allegheny Ave Secretary
Samuel Overlander, 36 Bidwell St Collector
H. B. Shaffer, 203 Locust St Receiver
U. H. Simpson, 303 Franklin St., Magazine Agent

320. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays,
at 1 P. M.
A. C. Mitchell Master
J. H. Kemberling, Box 212 Secretary
H. W. Shofstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
John F. Walls, Box 212 Magazine Agent

321. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at
8 P. M.
William H. Forbes Master
J. W. Gray, L Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
Wm. Shortman Magazine Agent

322. WEBSTER; Fort Dodge, Iowa.

Meets in B. of L. E. Hall, 2d and 4th Sundays.
Jacob A. Fessler Master
O. G. Anderson, Box 49 Secretary
M. McVicker Collector
Homer M. Rhodes, Box 499 Receiver
A. W. Nunns Magazine Agent

- 223. POTTAWATOMIE; Wamego, Kan.**
Meets in Odd Fellow's Hall Sundays at 2 P. M.
R. W. Spragg Master
John H. Kane, 304 N. Fifth St., Kansas City Secretary
F. E. Easterday, Box 173 Collector
Jas. M. Sanders Receiver
Alvin Roe Magazine Agent
- 224. T. C. BOERN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
Abe Vogel, L. Box 944 Master
J. A. Dickinson, L. Box 1128 Secretary
John Mournan Collector
Abe Vogel, L. Box 944 Receiver
Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William, Ont.**
Meets in Odd Fellow's Hall every Monday night.
T. L. Diamond Master
Wm. T. Reid Secretary
Milo A. Bryant Collector
Joseph Fregreau Receiver
J. Fregau Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
J. H. Dunkin, 813 Preston St., Dallas Master
W. M. Nicol L. Box 230 Secretary
J. Barry, H. & T. C. R. Shops Collector
W. M. Nicol, L. Box 230 Receiver
W. L. Blount, 112 W 4th Ave Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
Theo. Haskins, 3 Birdsell St Master
T. W. Campion, 42 Robinson St Secretary
Robert Rothrock, Cemetery St Collector
Theo. Haskins, 3 Birdsell St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
R. S. Gillingham, 128 10th St., Hyde Park Master
Wm. H. Brutzman, 329 Franklin Ave. Secretary
Albert J. Thomas, 317 S Hyde Park Ave. Collector
Hyde Park Receiver
Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
Wm. Frothingham, 342 Franklin Ave. Magazine Agent
- 229. RICKARD; Utica, N. Y.**
Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
J. J. Quirk, cor. Mary and Albany Sts Master
Chas. A. Pease, 102 Broad St Secretary
John A. Weigand, 32 Hubble St Collector
Chas. A. Pease, 102 Broad St Receiver
Fred Ebensperger, 150 Catharine Street Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets at Lehman Hall, 208 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
William H. Bagley, 541 Clinton Ave Master
Courtland Maher, 11 Prospect Ave Secretary
Luke F. Kelly, W. Albany Collector
Jas. J. Gill, 91 Livingstone, Ave. Receiver
L. C. Montague, 15 Hunter Ave. Magazine Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets in G. A. R. Hall, corner 3d and King Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. F. Fagan, 407 S. Jackson St Master
G. H. Larimore, 916 Poplar St Secretary
L. E. Sargent, 618 W 4th St Collector
L. E. Sargent, 618 W 4th St Receiver
Jacob Z. Orr, 104 Poplar St. Magazine Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets in A. O. H. Hall 2d Monday and 4th Wednesday nights.
H. B. Smith Master
D. H. H. Davis, 17 Sprague Ave Secretary
Fred. Weedon, 291 North St Collector
C. E. Ward, 79 Wisner Ave Receiver
M. J. Quinn, Norwich Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
Henry Snider, Box 376 Master
Geo. W. Speer Secretary
William H. Gay Collector
Alfred Wood, Box 376 Receiver
Geo. W. Speer Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets in B. of L. F. Hall, alternate Tuesdays.
John Mitchell Master
Adam Beattie Secretary
James Devine Collector
John Clemenson Receiver
Adolphus Christink Magazine Agent
- 235. THREE BROTHERS; Pittsburg, Pa.**
Meets in Welsh Bros. Hall at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.
R. O. Ferron, 2903 Penna ave Master
J. G. Gray, 241 45th St. Secretary
William J. Adams, Wilkinsburg Collector
Jos. W. Graham, 2,907 Pennsylvania Ave Receiver
Jos. Graham, 2,907 Penn Ave Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets in Masonic Hall every Saturday at 7:30 P. M.
W. E. Lyons Master
J. P. Lear, Box 17 Secretary
S. L. Ballenger Collector
R. P. Boyd Receiver
T. E. Cobb Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilton School Hall, 1st and 3d Sundays.
M. J. Kennedy, 519 W. Ohio St., Chicago Master
Wm. Hartigan Secretary
David Leavitt Collector
Thaddeus Chew Receiver
G. J. Rowbottom Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets in Rogers' Hall every Tuesday at 7:30 P. M.
J. P. Wesley, 1,105 Broadway Master
W. E. Paley, 1,115 Broadway Secretary
J. A. McCann, 1,115 Broadway Collector
C. F. Swanson, 716 Court St. Receiver
C. P. Boyd, 125 N 13th Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets in Firemen's Hall, 51 N. Lake St., 2d and 4th Sundays at 1 P. M.
James B. Healy, 119 N. Union St. Master
Fred R. Jaynes, 18 N. Liberty ave Secretary
Thos. F. Barker, 281 E Central Ave. Collector
Benj. Dettleback, 318 E Central Ave. Receiver
T. J. O'Connor, 107, E. Winter st. Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
George Hasting, cor. Orange and Grove Ave. Master
M. A. Henry, 327 Quarry St Secretary
R. J. Black, N. Elm Ave Collector
M. A. Henry, 327 Quarry St Receiver
Edward J. Coy, 523 E Main St. Magazine Agent
- 241. LAKE ERIE LODGE; Buffalo, N. Y.**
Meets in B. of L. E. Hall, 421 S. Division St., alternate Fridays, at 7:40 P. M.
Daniel E. Barry, 552 Swan St Master
P. W. Springweller, 145 Monroe St. Secretary
P. W. Springweller, 145 Monroe St. Collector
I. H. Crossman, 500 Swan St Receiver
F. H. Goodenough, 772 Eagle St. Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in Redmen's Hall, 1st and 3d Sundays at 1 P. M.
John Finlay, Jr., 505 Fulton St Master
Harry F. Millins, 851 Magee St Secretary
J. Hungerford, 325 Norton St. Collector
Harry F. Millins, 851 Magee St Receiver
Percy P. Davies, 519 Penn Ave Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Sundays at 9 A. M. over National Bank, State line.

J. S. Evans, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark. Secretary
E. H. Evans, Bonham, Tex. Collector
C. J. Neff, Texarkana, Ark., Box 64 Receiver
J. J. Holmes, Texarkana, Ark. Magazine Agent

244. T. P. O'BURKE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30 P. M.

P. C. Winn, 225 Blue Island Ave. Master
G. M. Whitmore, 1148 S. Grenshaw St. Secretary
E. Atkins, 180 Maxwell St. Collector
Chas. J. Lynch, 336 W. 12th St. Receiver
Elmer E. Crawford, 5300 School St. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay Sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

J. E. Stelts, 64 W. Broad St. Master
Adam Hutton, 271 Bull St. Secretary
Adam Hutton, 271 Bull St. Collector
John Murphy, Gaillard St., 3 doors from Burroughs St. Receiver
C. Z. McArthur, C. R. R. shops Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.

J. I. Davidson, Congress St. Master
T. E. Jordan, cor. 3d and Boundary Sts. Secretary
W. H. Sapley, 704 3d St. Collector
R. P. Almy, 704 Third St. Receiver
H. Swansburger, 1425 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.

B. H. Montee, E. T. V. & G. R. R. Shops Master
Geo. W. Manning, W. & A. R. R. shops Secretary
John C. Burnett, 79 Davis St. Collector
Chas. W. Fisher, 106 E Simpson St. Receiver
J. C. Burnett, 79 Davis St. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1:30 P. M.

William Rose Master
John C. Espy, Box 305 Secretary
Dan. L. Cook Collector
Wm. M. McGregor, Box 416 Receiver
H. S. Redhead, Box 226 Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.

William Muldoon Master
E. J. Aspin Secretary
Robert Cross Collector
Alexander Melville Receiver
P. F. Roach Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.

E. A. Kelley, Ashley, Pa. Master
Peter Becker, 15 Ralph St. Secretary
E. H. Diggs, Box 130, Kingston, Pa. Collector
Charles Van Why, Box 73 Ashley Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.

Wm. H. Spencer, Box 275 Master
John McAllister, jr., Box 176 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer, Box 275 Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at 1 P. M.

J. C. Strawbridge, 709 Locust St. Master
Lafayette Fridy, Box 662 Secretary
Joseph Dennison, 640 Chestnut St. Collector
Martin M. Hinkle, 711 Walnut St. Receiver
H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.

Chas. W. Scott, 24½ Grant Ave. Master
Robert Stackhouse, 687 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.

W. T. Mahoney Master
A. F. Dickinson Secretary
H. F. Reinehl, Box 524 Collector
P. J. Farrell Receiver
J. F. Heatwole Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.

James M. Zorn Master
W. S. Ballou Secretary
C. W. Chapman Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in State Hall, every Thursday at 8 A. M.

Jas. McMahon Master
M. D. Finn, Box 113 Secretary
J. B. Clark Collector
G. A. Milroy, Box 114 Receiver
M. H. Luntz Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.

Charles Miller, Box 56 Master
Aubyn W. Allison, Box 218 Secretary
John W. Cullen Collector
James R. Smith, Box 187 Receiver
J. McPherson, 111 Kansas ave., Trinidad, Colo. Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.

Edward Norton Master
Chas. W. Arnold, L. Box 29 Secretary
John M. Green Collector
Fred. Shirk Receiver
Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.

William Buckley, 316 Third Ave E. Master
William Buckley, 316 Third Ave. E. Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 316 Third Ave E. Receiver
J. M. Rummel, Merchant's Hotel, Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.

G. E. Hanford, 1,730 O St. Master
Ralph Smith, Box 107 Secretary
J. F. Hickey, Box 107 Collector
H. W. Osborne, Box 107 Receiver
H. C. Coughner, 321 P. St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.

A. L. Crow Master
John J. McInnis, Box 119 Secretary
Charles McDonald Collector
Chas. A. Martin Receiver
John J. McInnis, Box 119 Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.

Fred. A. Sproule Master
John T. Neilson, jr., 47 Medland St. Secretary
William Hyndman, Box 61 Collector
James Mahoney Receiver
Wm. B. Richey Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M.
 S. M. Bridgewater, Box 10 Master
 E. P. Curtis, Box 72 Secretary
 W. H. Pipkin, Box 10 Collector
 W. S. Carter, Box 10 Magazine Agent
 S. M. Bridgewater, Box 10 Receiver

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 E. E. Sweeney, 27 Wyoming ave., S. Butte . Master
 J. Hatter, 114 Wyoming ave., S. Butte Secretary
 John Alexander, 22 Wyoming ave., Collector
 South Butte Magazine Agent
 J. S. Sweeney, L. Box 11, South Butte Receiver
 B. C. Hankla, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S. Division St. Master
 George Schaufele, 23 Sycamore St. Secretary
 H. L. Brown, 427 Cass St. Collector
 L. A. Ogden, 233 Center St. Receiver
 F. E. Mason, No. 83 Grandville Ave. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 W. H. Buntin Master
 Fred. J. Mayberry, Box 32 Secretary
 R. B. Nichols, Box 120 Collector
 M. Purdy Receiver
 E. Doner, Box 497 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 73 Webster Ave Master
 J. E. Coyne, 121 Pacific Ave Secretary
 A. H. Flynn, 87 Pacific Ave Collector
 Wm. T. Douner, 98½ Alix St Receiver
 P. J. LeSueur, 56½ Verret St Magazine Agent

268. CLIFTON LIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Harry McDougall, 78 W. 2d St. Master
 J. B. Goedecker, E. 3d and Oak Sts Secretary
 George M. Kohe, 239 Poplar St Collector
 J. S. Keane, 106 W. Main St Receiver
 George L. Stein, 37 W. 3d St Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W. 6th St. Master
 H. E. Jordan, 401 W. 4th St. Secretary
 H. E. Jordan, 401 W. 4th St. Collector
 George W. Snyder, 56 Storrs St Receiver
 H. E. Jordan, 401 W. 4th St Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in G. A. R. Hall, 2006 Cedar Ave. South, 1st Sunday of at 1:30 P. M., and 3d Saturday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 Patrick Perusse, 1,837 22d St., S. Secretary
 R. F. Humphrey, 22d St., between Cedar and 19th Ave. S. Collector
 George Cavanaugh, 2426 Fort Ave Receiver
 J. D. Shewmaker, 2,011 22½ Ave. South Magazine Agent

271. BYRAM; Port Norris, N. J.

Meets at Wm. Weller's residence, 1st and 3d Sundays at 2 P. M.
 Thos. F. Ayers Master
 William Weller, Box 25 Secretary
 Chas. E. Force Collector
 William Weller, Box 25 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays at 3:30 P. M.
 John S. Eyeland Master
 Jeremiah Desmond Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eyeland Magazine Agent

273. DENVER; Denver, Colo.

Meets in Evans' Block, Room D, 1,126 15th St., every Monday evening.
 Wm. Bratton, 1,245 S. 6th St. Master
 John P. Dale, 1140 12th St. Secretary
 R. B. Hind, 1024 S. 7th St. Collector
 John P. Dale, 1140 12th St. Receiver
 E. A. Schlereth, 2421 Market St Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.
 G. G. Davis Master
 C. F. Jordan Secretary
 E. H. Hyde Collector
 B. G. Mosely Receiver
 W. C. Mosely Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Master
 C. I. Smith, C. & O. Round House Secretary
 W. A. DeMaine, C. & O. Round House Collector
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
 Fred. Clutterbuck, Box 624 Master
 Angus Morton, Box 426 Secretary
 Henry Andrews, North Bend Collector
 Robert Bunt, Box 624 Receiver
 James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Joachim Sts., 2d Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Barnard, L. & N. Shops Receiver
 Theady Green, L. & N. Shops Magazine Agent

278. WHITE BREAST; Laredo, Tex.

Meets in I. O. O. F. Hall, Sundays at 2:30 P. M.
 Edgar S. Fuller Master
 John J. Flynn Secretary
 P. G. Owenskind Collector
 W. E. Richmond Receiver
 P. H. Welman Magazine Agent

279. MONTE SANO; Tusculum, Ala.

Meets in K. P. Hall 1st Saturday.
 R. P. Taylor Master
 H. H. Burkhardt Secretary
 J. W. Smith Collector
 H. H. Burkhardt Receiver
 H. P. Armstrong Magazine Agent

280. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.
 W. W. Buttler Master
 Chas. D. Crane Secretary
 James Kennedy Collector
 Curtis D. Rice Receiver
 Mat Frith Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.
 Geo. J. Flynn Master
 W. H. Martin, Box 61 Secretary
 J. F. Conlon Collector
 R. D. Corey Receiver
 Geo. Nichols Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnear Secretary
 Grant Laflerty Collector
 Harry Standring Receiver
 J. T. Worsham Magazine Agent

233. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M.,
and 4th Sunday 8 P. M.
Peter Wentz, Jr., Hallstead, Pa. Master
E. Edenger, Box 67 Secretary
W. B. Trowbridge, Hallstead, Pa. Collector
H. P. Trowbridge, Hallstead, Pa. Receiver
B. H. Wells, Hallstead, Pa. Magazine Agent

234. KLM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d
Sunday at 2 P. M.
Levi H. Rude, 54 DeWitt St. Master
Ed. A. Ferrill, 159 Rosette St. Secretary
John Scannell, Box 1124 Collector
William A. Pyle, 46 Arthur St. Receiver
Ed. J. Kenney, 196 Cedar St. Magazine Agent

235. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d
and 4th Sundays.
Robert H. Osmond, 55 Allen Place Master
Emery E. Bill, 27 Vine St. Secretary
Henry Vanderburg, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 55 Allen Place Magazine Agent

236. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays
at 2 P. M.
John C. Kull, cor. Washington & Astor Sts. Master
Will F. Carle, 609 N Washington Ave. Secretary
J. H. Moore, 110 Kirch St. Collector
W. C. Kull, cor. Washington & Astor Sts. Receiver
Will F. Carle, 609 N Washington
Ave. Magazine Agent

237. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., between 8th and
9th Ave., 2d and 4th Sundays at 2 P. M.
Chas. H. Ross, 416 Fifth Ave. Master
W. E. Burket, 423 16th St. Secretary
E. K. Gerhard, 1903 Union Ave. Collector
P. A. Davis, Box 16, Conemaugh Receiver
Jas. J. Anthony, 1903 Union Ave. Magazine Agent

238. ETHER; Etherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Mon-
day at 7:30 P. M.
A. B. Boulthouse, Box 5 Master
P. J. Sullivan, Box 48 Secretary
A. B. Boulthouse, Box 5 Collector
B. S. Robinson, Box 102 Receiver
Frank Little, Box 35 Magazine Agent

239. ET LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National
Bank, 2d and 4th Sundays at 2 P. M.
Raimon Segasser, 158 Cowart St. Master
J. C. Gilbreath, 618 Cowart St. Secretary
J. A. Hartsock, 153 Cowart St. Collector
Garrie Vanarsdale, 153 Cowart St. Receiver
Garrie Vanarsdale, 153 Cowart St Magazine Agent

240. NARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2
P. M.
T. H. Hart, 412 Washington St. Master
C. E. Lowe, 412 Washington St. Secretary
J. T. Hart, 412 Washington St. Collector
Fred Orle, 412 Washington St. Receiver
L. E. Bickel, 120 3d St., S. Magazine Agent

241. ATLANTIC; Brooklyn, N. Y.

Meets in Schiellein Hall, 26th Ward, 2d Saturday
evening and 4th Sunday morning.
Geo. A. Carman, Sackman St., near Lib-
erty ave Master
Geo. W. Bruno, 160 Hull St. Secretary
W. J. Cox, 45 Snedeker ave Collector
Thomas H. Smith, 707 Madison St. Receiver
John A. Bolger, 12 Hull st Magazine Agent

242. POCANTON; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30
P. M.
C. N. Kidd Master
F. H. Richards Secretary
J. K. Phelps Collector
M. C. Andrews Receiver
C. N. Kidd Magazine Agent

233. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at
8 P. M.
H. J. Kimbell, Box 5 Master
Henry A. Heberling, Box 646 Secretary
Hugh A. Fagan Collector
Henry A. Heberling, Box 646 Receiver
Thos. D. Harrington, Box 255 Magazine Agent

234. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St.,
1st Saturday and 3d Thursday at 7 P. M.
Frank H. Rowley, Box 262 Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
H. A. Wells Receiver
H. A. Wells Magazine Agent

235. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady Sts.
1st and 3d Sunday.
Martin L. Mitchell, 801, Swits St. Master
F. W. Duncan, 110 W 5th St. Secretary
Geo. Daugherty, 814 W 4th St. Collector
Martin Gillin, 818 Swits St. Receiver
D. H. Moriarity, 1409 Perry St. Magazine Agent

236. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2:30
P. M.
M. T. Osborne Master
Peter Crossen, 707 Garfield Ave Duluth,
Minn. Secretary
B. W. Pink Collector
Thos. R. Taylor, Box 466 Receiver
J. M. Carroll Magazine Agent

237. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
George T. Shirley Master
C. E. Buehler Secretary
Harry Delabunt Collector
B. M. Bennett Receiver
M. S. Bennett Magazine Agent

238. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday
at 8 A. M.
B. L. Hardaway, Box 46 Master
Robert M. Gilkey, Box 119 Secretary
H. Neate, Williston Collector
Geo. McLean Receiver
John W. Goss, Glasgow, Mon-
tana Magazine Agent

239. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
George W. Reed, Box 96 Master
B. W. DeHaven, Box 592 Secretary
Peter Beck Collector
E. R. Colvin Receiver
J. W. White Magazine Agent

240. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2
P. M.
W. H. Henry, Box 49 Master
A. S. Hewitt, L Box 834 Secretary
A. S. Hewitt, L Box 834 Collector
Wm. H. Williamson, Box 158 Receiver
Harry F. McLean, Box 831, Magazine Agent

241. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norris Collector
W. C. Baldwin Receiver
J. F. McCarty, 112 Railroad St.,
St. Johnsbury Magazine Agent

242. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. P. Smith, Box 261 Master
C. Y. Hood Secretary
S. A. McPhee, Box 387 Collector
Dennis Lowney Receiver
W. J. Keenan, Box 36 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 6 Larue St. Master
T. W. White, 281 N. Wason St. Secretary
E. S. Manley, 65 Main St., up stairs Collector
James H. Nance, 118 N. Everett St. Receiver
E. S. Manley, 65 Main St., up stairs. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at
7:30 P. M.
Sam'l Leesham Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
J. J. Hicks Receiver
Wm. Farley, L. R. & M. R. R. Magazine Agent

305. UNWIN; Bat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 78 Master
Russell Woods Secretary
J. J. Sheridan Collector
Charles Unwin Receiver
John B. Baxter Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 22 West St. Master
M. F. Cleary, 28 Pearly St. Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St. Receiver
J. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St. Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
Wm. Smith, Box 109, Eagle Pass, Texas. Master
Frank B. Slater, Box 109, Eagle Pass, Secretary
Texas.
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
S. R. James, Box 109, Eagle Pass, Texas. Receiver
J. H. Moore, Box 109 Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays at 8:00 P. M.
in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island Master
City, N. Y.
Jas. B. Brennan, 76 East Ave., Long Is- Secretary
land City, N. Y.
John J. Galvin, 46 Clay St., Green Point, Collector
L. I. N. Y.
W. J. Simon, 106 3d St., Long Island City, Receiver
N. Y.
Wm. Rooney, 129 East Ave., Long Magazine Agent
Island City, N. Y.

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
J. T. Cole Master
Ed. J. Marks Secretary
Ell L. Kistler Collector
H. B. Clark Receiver
A. J. Dunmire Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
Wm. A. Kennedy Secretary
Wm. A. Kennedy Collector
Robert Rippin, Box 238 Receiver
Ed. L. Condon, L Box 34 Magazine Agent

312. MOUNT SHASTA; Duessmair, Cal.

Meets in I. O. O. F. Hall every Monday night
Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De La Montanya Receiver
Archie De La Montanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets in Melville Hall, alternate Mondays at 7:30
P. M.
Oscar Kengott, 814 Colorado Ave., Kansas Master
City, Kan.
John M. Frain, 108 Missouri Ave., Kansas Secretary
City, Kan.
Wm. J. Myers, 9 N. 8th St., Kansas City Collector
E. C. Haddock, Box 183 Receiver
A. H. Ashly Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fel-
lows Hall 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave. Master
H. A. Norton, 119 Hudson Ave. Secretary
Willie J. Spafford, 2252 5th Ave., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
Eugene D. Brizee, 472 8th Ave., Magazine Agent
Troy, N. Y.

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave. Master
Wm. M. Walsh, 1908 Broadway Secretary
P. J. Donovan, 780 S. Division St. Collector
Joseph Kennedy, 811 Williams St. Receiver
P. J. Donovan, 780 S. Division St., Magazine Agent

317. WELCOME HOME; Henderson, Ky.

Meets in I. O. O. F. Hall, every Saturday evening
at 7:30 P. M.
E. H. Zirekel Master
G. W. S. Austin Secretary
C. N. Hudson Collector
George A. Brown Receiver
C. M. Broughton, L. St. L. & T. Ry. Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Guizler, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward Collector
W. B. Knepper, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOME; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 6:30 P. M.
Harry R. Brown, Jr. Master
A. Harden Secretary
A. Harden Collector
J. H. Rowland Receiver
J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts.
1st Sunday at 2 P. M., and 3d Wednesday at 7:3
P. M.
D. Lordan, 471 Jenks St., St. Paul Master
J. H. Salley, 883 Payne Ave., St. Paul Secretary
Wm. Dykeman 486 Bradley St. Collector
Chas. L. Work, 707 Minnehaha St., St. Receiver
Paul
P. Copeland, 468 Case St., St. Paul, Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
Jas. D. McAdam, Box 116 Master
John H. Stern, Box 116 Secretary
Kenneth McRea, Box 116 Collector
Geo. B. Nicholson, Box 113 Receiver
Thos. Burt, Box 112 Magazine Agent

322. JULIEN; Dubuque, Iowa.

Meets in United Workmen's Hall, cor. 13th and
Clay Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. H. Kirkland, 2,351 Washington St. Master
Luke F. Brennan, 2,351 Washington St. Secretary
Ben. M. Snyder, 2,351 Washington St. Collector
Thos. O'Brien, 2,351 Washington St. Receiver
Ullman D. Luce, 769 W. 14th St., Chicago, Magazine Agent
Ill.

323. ANTHRACITE; Tamagna, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
Frank Andrew Master
James McCabe Secretary
Michael Schmauch Collector
William J. Dintinger, Box 347 Receiver
Joseph Mucklow Magazine Agent

224. SOUTHERN CROSS; Gainesville, Texas.

Meets in K. of P. Hall every Sunday at 7 P. M.
 Geo. W. Goldaby Master
 J. C. F. Kelley Secretary
 Frank Stroble Collector
 J. C. F. Kelley Receiver
 Frank Stroble, Box 420 Magazine Agent

225. SATILLA; Waycross, Ga.

Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith, Box 24 Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

226. POLWELL; Bradford, Pa.

Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
 G. P. Clough, 6 Allison St. Master
 C. H. Alger, 12 Gay St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 W. M. Maybee, 7 Pike St. Magazine Agent

227. SILVER MOUNTAIN; Needles, Cal.

Meets in E. of L. F. Hall every Saturday evening.
 Charles Dissenbaugh Master
 J. N. Erobant Secretary
 F. B. Hardy Collector
 Wm. C. Cox Receiver
 Jas. A. McElwell Magazine Agent

228. SPANISH PEAKS; La Junta, Colo.

Meets in Grand Army Hall, Mondays, at 2 P. M.
 John C. Cole Master
 Charles Gray Secretary
 Archibald Russell Collector
 Leslie Jones Receiver
 L. W. Gilbert Magazine Agent

229. SOLOMON VALLEY; Downs, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
 John Miheisler, Box 102 Master
 A. Dillon, L. Box 183 Secretary
 John Miheisler, Box 102 Collector
 E. J. Dunlap, L. Box 268 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

230. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 618 Highland Ave Master
 Frank Vaughn, 619 Wyandott Ave.,
 Armourdale Secretary
 F. W. Smith, 638 Highland Ave Collector
 E. D. Root, 739 Simpson Ave Receiver
 J. F. Casey, 617 W 7th St., Kansas
 City, Mo Magazine Agent

231. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, 8 Englewood Secretary
 T. J. Hogan, 714 Englewood Ave Collector
 J. D. Flood, Box 34, 8 Englewood Receiver
 Wm. T. Clodiglo, 8 Englewood Magazine Agent

232. STONE MOUNTAIN; Augusta, Ga.

Meets in Library Building, 1st and 3d Sundays at 2 P. M.
 B. W. Haws Master
 John W. Wright, 746 Green St. Secretary
 James I. Roney, 320 Pine St. Collector
 C. A. Jansen Receiver
 D. S. Brodie, Central R. R. Shops Magazine Agent

233. FAIRMOUNT; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster St.,
 alternate Wednesdays at 8 P. M.
 H. C. Reagan, 3,319 Rockland St Master
 R. L. Tomlinson, 3837 Linwood St., W
 Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 Harry C. Ewing, 830 N 40th St. Magazine Agent

234. LOX DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Thursday night
 George F. Allen Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

235. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 8 Donegan St., Montreal Master
 A. Mayne, 64 Moreau St. Secretary
 J. C. Currie, 447 St. James St., Montreal, Collector
 J. G. A. Brasseur, 88 Moreau St. Receiver
 C. Herbert Pye, Smith's Falls, Ont. Magazine Agent

236. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 G. Harman, Box 45, Monett, Mo. Magazine Agent

237. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Bellevue
 ave., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 A. A. Sharnum, 1,838 Mescer St. Collector
 L. F. Stephens, 1,623 Madison Ave Receiver
 J. W. Leonard, 1641 Bellevue Ave.,
 Magazine Agent

238. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron
 Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland, Cleremont, Pa. Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

239. RED MOUNTAIN; Birmingham, Ala.

Meets in Allen Hall every Sunday at 9 A. M.
 C. F. Barnett, Union Ticket Office Master
 W. G. Bailey, L. Box 703 Secretary
 W. M. Alexander, 1,604 7th Ave Collector
 J. E. Dickerson, East Lake Receiver
 A. Zimmerman, 210 22d St. S. Magazine Agent

240. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thurs-
 day at 7:30 P. M.
 Chas. G. Druce, L. Box 169 Master
 John Hampson, 218 W. 6th St. Secretary
 Thos. Breen Collector
 Chas. E. Jackson Receiver
 J. C. Clarke, 317 Ash st. Magazine Agent

241. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays,
 and 3d and 4th Sundays.
 Arthur Randall Master
 Francis H. Carson Secretary
 George B. Govett, Box 49 Collector
 James Falconer, Canmore, N. W. Ter. Receiver
 H. J. McSorley Magazine Agent

242. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th
 Thursday.
 Wm. Lowe, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Wm. Veal, Box 51 Magazine Agent

243. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30
 P. M.
 M. C. Cavanaugh, Allerdice Master
 Wm. B. Dean, Allerdice Secretary
 Magnus Ouse, Allerdice Collector
 Albert E. Jones, Allerdice Receiver
 E. J. Marchbanks, Allerdice Magazine Agent

244. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N Commercial St.,
 1st and 3d Sundays at 1:30 P. M.
 J. V. Dalley Master
 E. E. Perry, Box 470 Secretary
 E. E. Biggs, Box 470 Collector
 J. E. Durden, 240 Oak St Receiver
 S. W. Hoage, Box 470 Magazine Agent

245. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.
 W. H. Dickinson, Box 24 Master
 L. F. Tobin, Box 24 Secretary
 A. E. Hitt, care G. C. & S. F. Shops, Dal-
 las Collector
 James Lyons, Box 24 Receiver
 J. N. Ballew Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.

F. T. Martin, 301 E Wright St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
F. T. Martin, 300 E Wright St Receiver
R. P. Harmon, 1108 E Jackson St. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 8 P. M.

William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 8 P. M. in K. of P. Hall.

Wallace Duryea Master
James Argyle Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.

Martin O'Hara, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
S. S. Poole, New Durham, N. J. Collector
Harry Poynton, New Durham N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.

Chas. Compton, S. Amboy Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore R. Mertz Receiver
Jas. P. Wade Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.

Edward Doudt Master
Edward T. McNally Secretary
Robert Bush Collector
Charles Prutsman Receiver
Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John H. Sweeney Master
Charles E. Preston Secretary
Luke Hale Collector
C. P. Kelly, 89 Foundry St Receiver
George Hobart, 177 Main St Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.

Chas. E. Livingston, 4 Phillip Ave Master
W. O. Phipps, Stronae Ave Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
A. B. Morgan, 14 Plain St Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.

John Curran, 222 Erie St., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genung, Chatham, N. J. Receiver
Chas. Carmon, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. W. Brooker, 134 S Hickory St Master
John Molloy, 500 S Desplaines St Secretary
H. H. McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S Desplaines St Receiver
M. O'Grady, 701 Scott St Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.

Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroff, 160 Clinton Ave Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.

John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland, St
John, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.

Christopher McKay, 154 Isabell St Master
W. R. Perrin, 127 E. Isabell St Secretary
W. R. Perrin, 127 E. Isabell St Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whistlen, West St. Paul Round House Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.

T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.

Sam R. Pursel, 101 Mound St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, 1,109 Market St., Sandusky, O Receiver
Jos. Greetham, 1204 Washington st., Sandusky, Ohio Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.

Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent

362. CATARACT; Suspension Bridge, N. Y.

David Haley, Niagara Falls, N. Y. Master

John C. White, Suspension Bridge, N. Y. Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swailwell, Niagara Falls, N. Y. Receiver
John W. Francis, Niagara Falls, Ont. Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st Sunday at 2 P. M., and 4th Sunday at 10 A. M.

A. W. Eggleston, White Plains, N. Y. Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 378 Willis Ave Receiver
M. J. Lynch, 378 Willis Ave Magazine Agent

364. SOUTHERN STAR; Sanford, Fla.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.

C. S. Perry Master
Fred. M. Buck Secretary
Andrew A. Holland Collector
Andrew J. Harvey Receiver
Andrew A. Holland Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.

J. W. Stack Master
A. E. Wells, Box 568 Secretary
F. L. Darling, Windsor, Vt Collector
A. G. Firman, Windsor Vt Receiver
F. E. Keach, 1 Estabrook St., Brattleboro, Vt Magazine Agent

366. OASIS; Ogden, Utah.

Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.

Chas. H. Smith, Box 8 Master
J. R. Ross, Box 8 Secretary
James Tomasek, Box 8 Collector
E. E. Babcock, Box 8 Receiver
Sam Walker Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe, Box 200 Secretary
 Robt. S. Green Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Blk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 B. S. Chinn, 302 W Elm St. Master
 Jno. Gallagher, 343 Brower St. Secretary
 Chas. D. Jacquith, 724 Evans St. Collector
 J. W. Nipple, 328 New St. Receiver
 J. W. Welch, 316 W. Walnut St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Merton Stewart Master
 W. L. Kellogg Secretary
 G. P. Metter, Wagner, Kan. Collector
 J. C. Wickham, Box 304 Receiver
 C. J. Lester, 1098 Margrave St., Fort Scott, Kan. Magazine Agent

370. NEOGHO VALLEY; Council Grove, Kan.

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 Mat. S. Giffry Master
 Clarence G. Stone Secretary
 Charles E. Leeman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 R. S. Reardon, Box 335 Master
 A. H. Page, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 John Dandy, Box 256 Receiver
 A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 Geo. H. Smith, Box 33 Master
 Samuel Hunter, Box 33 Secretary
 F. W. Farkenkamp, Box 33 Collector
 W. D. Pettibone, Box 33 Receiver
 A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 W. F. Hackett, Box 316 Master
 John McPhie, Box 282 Secretary
 F. Courtney Collector
 Frank McAdams, Box 223 Receiver
 Geo. W. Warren Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, L. Box 355 Master
 H. S. Smith, L. Box 355 Secretary
 J. M. McChord, L. Box 357 Collector
 J. A. Decker, Box 111 Receiver
 Jesse L. Brown, L. Box 328 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 31st St. 1st and 3d Sundays at 2 P. M.
 John F. Hoban, 635 E 2d St. Master
 Horace Hopkins, 452 May St. Secretary
 Frank G. Stillwell, 23 N Van Lear St. Collector
 N. W. Rose, 19 Galloway St. Receiver
 John Ryan, 120 Crane St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 Wm. J. Canney Master
 J. A. Carter, C. K. & N. Round House. Secretary
 J. A. Carter, C. K. & N. Round House. Collector
 Thomas Sheahan, L. Box 39 Receiver
 James E. George, L. Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 A. M., and 2d and 4th Tuesdays at 8:30 P. M.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 W. J. Baldwin, Box 79 Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
 W. H. Graham, McKees Rocks, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 W. F. Morgan, McKees Rocks, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburgh, Pa. Receiver
 Frank J. Thomer, 3709 Fifth ave., Pittsburgh, Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm E. Preston, Waverly, N. Y. Master
 James H. Denton, Box 260 Secretary
 Wm. J. Stewart, Box 216 Collector
 Johnson Walt Receiver
 Johnson Walt Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
 B. F. Slater Master
 Wm. J. Aggus Secretary
 A. A. Zimmerman Collector
 Wm. J. Aggus Receiver
 Frank Cox, Box 691 Magazine Agent

391. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. C. Hess Master
 H. E. Miller Secretary
 C. B. Graham Collector
 L. G. George Receiver
 C. B. McDowell Magazine Agent

392. BETHESA; Waukegan, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 330 Master
 J. J. Purcell, Box 1150 Secretary
 Chas. Vrooman, Box 330 Collector
 J. M. Dowd, Box 1150 Receiver
 Jas. H. McMahan Magazine Agent

393. PETROLEUM; Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
 Ed. McAbee Master
 John H. Quirk, Box 330 Secretary
 Thomas P. Martin Collector
 Timothy Downey Receiver
 L. G. Stone, 317 Seneca St. Magazine Agent

394. R. H. WILBUR; Leighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Wm. F. Hofford Master
 Alvin H. Miller, Weissport, Pa. Secretary
 A. T. Henry, Weissport, Pa., Box 122 Collector
 Alvin Rex Receiver
 Wm. F. Hofford Magazine Agent

395. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 B. L. McGinnis Magazine Agent

396. RAWONA; National City, Cal.

Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
 Edward Curtis Master
 Alfred T. Washington Secretary
 Jas. L. Stearns Collector
 E. Ware Boyd Receiver
 L. G. Stone, 317 Seneca St. Magazine Agent

387. RED ROCK; Schreiber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
 Alfred Bilbe, Box 58 Master
 Fred. Hedge Secretary
 W. T. Norris, Box 111 Collector
 J. A. Walker, Box 36 Receiver
 James Wilson, Box 36 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d
 Sundays at 2:30 P. M.
 J. M. Grobben, 942 Kinnickinnie Ave. Master
 Maurice Collins, 544 Hanover St. Secretary
 Wm. McHenry, 193 Burrell St. Collector
 Wm. McHenry, 193 Burrell St. Receiver
 John Pier, 261 Madison St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Harry L. Stow, Box 106 Master
 Jos Claybaugh Secretary
 George Zugschwerdt Collector
 A. H. Tucker Receiver
 Mike Cunningham Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 J. W. Littlejohn Master
 J. C. Dougherty Secretary
 William M. Wickel Collector
 C. H. Oliver Receiver
 S. S. Stoll, LaGrand, Oreg. Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
 2d and 4th Sundays at 2 P. M.
 Wm. B. Bock Master
 Wm. Lawrence Secretary
 Harry R. Kinne Collector
 O. L. McClellan, Box 83 Receiver
 E. M. Babb, Box 355 Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellow's Hall 1st and 3d Monday
 evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin Collector
 Wm. R. Ransom, Cokeville, Pa. Receiver
 J. D. Davis, Box 20 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 Wm. C. Taylor, 1506 First St. Master
 S. M. Myers, 506 Kelker St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 William K. Drake, 1531 N 6th St. Receiver
 William C. Taylor, 1506 N 6th St. Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
 2d Saturday and 4th Sunday at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 B. A. Downen, Riverside Hotel Secretary
 Charles E. Harris Collector
 B. A. Downen, Riverside Hotel Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. HILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Sundays at
 7:30 P. M.
 Wm. H. Riley, L. Box 129 Master
 Wm. Ashworth, L. Box 129 Secretary
 John T. Cuff, 118 Topeka av., Topeka. Collector
 C. S. Wilcox, L. Box 129 Receiver
 John T. Cuff, 118 Topeka av., Topeka. Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 2:30 P. M.
 E. C. Wiley Master
 W. Sims Secretary
 D. W. Harding Collector
 E. C. Wiley Receiver
 G. W. Seybeck Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays,
 at 8:30 P. M.
 George M. Bagley Master
 F. M. Rainey Secretary
 Alonzo C. Shaffer Collector
 N. B. Scrogin Receiver
 Frank J. Parnell Magazine Agent

398. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellow's Hall, 1st Ave., opposite city
 market, every Sunday at 2 P. M.
 Wm. M. Reeves, 944 Fifth Ave. Master
 Walter K. Mahone, 1232 Third Ave. Secretary
 B. G. Harvey, 800 Fifth Ave. Collector
 Henry Dickens, 944 Fifth Ave. Receiver
 Jas. A. Landers Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at
 7:30 P. M.
 James Gordon, 586 N Rampart St. Master
 Jas. C. Dupre, 111 Elysian Fields St. Secretary
 Jas. C. Dupre, 111 Elysian Fields St. Collector
 George Perry, 159 Spain St. Receiver
 Wm. A. O'Donnell, 164 Laurel St. Magazine Agent

400. MARIAS DES CYGNE; Osawatimie, Kan.

Meets in Odd Fellows' Hall every Saturday at 7
 P. M.
 George P. Reed Master
 W. Bedell Secretary
 C. Henderson Collector
 Daniel King Receiver
 Daniel King Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at
 10 A. M.
 A. N. Hunter, Box 263 Master
 A. N. Hunter, Box 263 Secretary
 M. Gallagher Collector
 Wm. Grosse Receiver
 M. O'Rourke Magazine Agent

402. WATER LILY; Water Valley, Minn.

Meets in Odd Fellows' Hall, 1st and 3d Mondays
 at 2 P. M.
 W. H. Price, Box 65 Master
 J. W. Diesel, Box 65 Secretary
 Wm. G. Guess, Box 65 Collector
 Jacob P. Bengtson Box Receiver
 H. S. Price, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. of P. Hall 2d and 4th Sundays at 2
 P. M.
 Walter M. Moore, 610 Dinwiddie St. Master
 Hardy H. Duke, Drivers Secretary
 O. W. Gaskins, cor. County and Pearl
 Sts. Collector
 Walter M. Moore, 610 Dinwiddie St. Receiver
 J. F. Sullivan, 103 Crawford St. Magazine Agent

404. GRAVITY; Danmore, Pa.

Meets in Odd Fellow's Hall, 2d and 4th Sundays
 at 2 P. M.
 Peter J. Gallagher Master
 Chas. Collins Secretary
 Geo. W. Dersheimer Collector
 J. W. Stuart Receiver
 Dan. Gilbride Magazine Agent

405. VANDALIA LODGE; Emingham, Ill.

Meets in K. of H. Hall, 2d and 4th Sundays at 2
 P. M.
 W. H. Crise, Box 251 Master
 W. H. Kingery, Box 251 Secretary
 W. H. Crise, Box 251 Collector
 W. G. Kimball, Box 251 Receiver
 James Lett, Box 251 Magazine Agent

406. THANKSGIVING LODGE; Foxburg, Pa.

Meets in Odd Fellows Hall, 2d and 4th Sundays
 at 8:30 P. M.
 Gillian C. Miller Master
 William F. Keefer Secretary
 Payson J. Lancaster Collector
 John Custer Receiver
 John B. Gates Magazine Agent

408. BIG CEDAR; Rome, Ga.

Meets in K. of H. Hall, 1st and 3d Sundays at
 P. M.
 W. E. Vest Master
 Frank Hutchings, 302 Division St. Secretary
 J. F. Coleman, 463 Nance St., Selma, Collector
 Ala Receiver
 Frank Hutchings, 302 Division St. Magazine Agent
 Pleasant White

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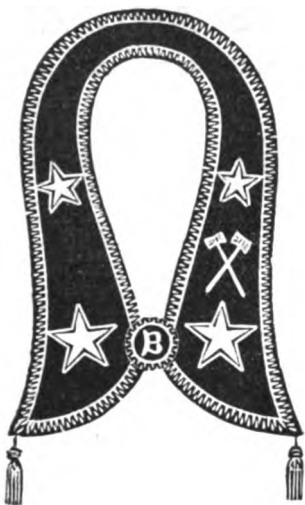
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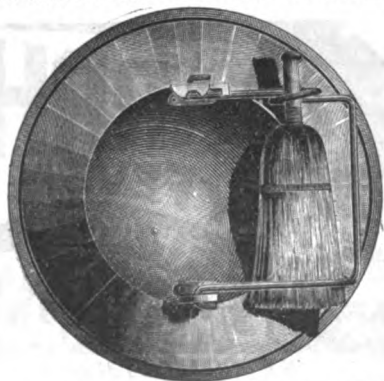
Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (two weeks apart) by the patient at home. A pamphlet explaining this new treatment is sent free by A. H. DIXON & SON, 337 and 339 West King Street, Toronto, Canada.



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Copy from Original Letter Received from Division 95, Cincinnati, O.

Brotherhood of Locomotive Engineers.

[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1890.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., and has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We feel confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E. [SEAL.]

G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1890.

TO BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the unprincipled representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division, No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

Trusting that I may receive a share of your patronage, and will be more than pleased to add your name, one and all, to our list of membership, assuring you that I will use every honest and honorable means to secure your patronage. For rates, etc., address

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Cottage Sites and Business Lots.

All of these tracts are suitable for Orange, Lemon, Grape and Early Vegetable Culture. The above Tracts, Cottage Sites and Business Lots consist of about one-fourth our lands. By giving away one-fourth and reserving the balance we expect the price to quadruple within a year, as many will undoubtedly settle and improve.

This land will be allotted as applications are received, IN A FAIR AND EQUITABLE MANNER, and with no preferences. Each applicant receives a Warranty Deed, Option Bond, numbered and recorded, which entitles the holder to one of the Lots or Tracts above specified.

NO CHARGE FOR THE LAND.

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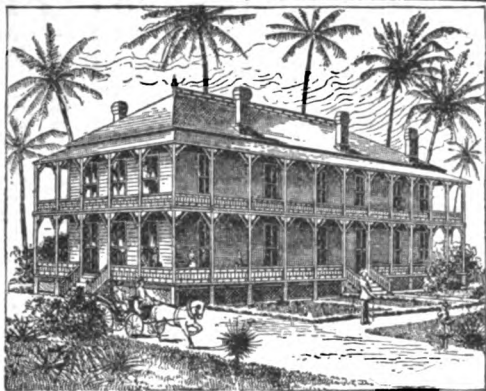
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It is estimated that 200 houses will be built there during the winter, besides a large Sanitarium, and the Farmers' Alliance Stores, which will make LEROY a great centre for shipping all kinds of fruits and farm products. A new School-house and Church have recently been finished. House lots are now selling as high as \$100, and 5-acre orange grove tracts, \$250.

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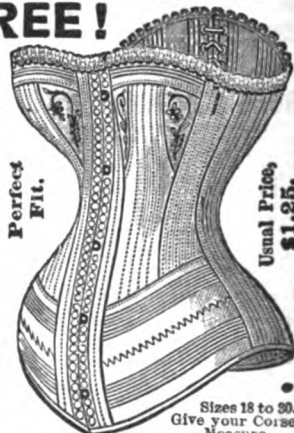


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We know the Demorest Fashion and Sewing Machine Co. to be a thoroughly reliable firm and advise our readers to accept their offer.—EDITOR.

TESTIMONY FOR ALVA'S BRAZILIAN SPECIFIC.

We, the undersigned, take pleasure in certifying that we have used the Herb Medicine known as "*Ramon Alva's Blood Purifier*" with wonderful success, and we have also known many others to have used it with a like result. Appreciating its value, we cheerfully recommend it to all Brothers and others requiring a remedy for the purification of the blood, as the best known; and we guarantee that a trial will convince all of its great merit.

H. H. MORAN, W. M. DAVIS,
R. H. GREENLEAF, J. O. CASKEY,
M. E. EGAN, JAMES THOMPSON,
C. H. STARR, *Engin'n Acambaro, Mez.*
City of Mexico, Div. 159, Mexico City.

CELAYA, October 1st, 1889.

I, Parochial Priest and Ecclesiastical Judge of Celaya, State of Guanajuato, hereby certify that I know several people who have been cured by Don Ramon Alva's remedy. It radically and effectually dispels all impurities of the blood

FRANCO M. GONGORA.

The above signature is that which he uses in all his business, officially and otherwise; and he is an old pupil of mine.

✠ P. A. ARCHBISHOP OF MEXICO.

CELAYA, October 1st, 1889.

I know several people who have suffered greatly from the consequences of impure blood, and in a very short while have felt

much better by using the medicine which was sent here by Don Ramon Alva for that purpose. I recommend this remedy as one which produces the best results, and is the best of its kind.

PABLO VARELA.

CELAYA, June 4th, 1889.

Don Ramon Alva:

DEAR SIR—I have the satisfaction of informing you that the Specific of which you are the owner, has produced the most wonderful results for a friend of mine who has suffered from Herpetic Eruption; and I consider your Specific a regenerator without an equal. In the name of my friend, I thank you sincerely, and be sure I will recommend your valuable medicine, as I have again seen its results. Yours truly,

PRESBITERO PABLO JUAREZ.

CELAYA, October 1st, 1889.

I certify with all formality that from personal knowledge the medicine made by Don Ramon Alva, and known now as "*Alva's Brazilian Specific*," purifies the blood, and therefore cures radically the infirmities which arises from impure blood.

The above to be used at the convenience of those who are interested.

EUSEBIO GONZALEZ.

Retail Price, \$4.00 Per Bottle.

N. B.—Railroad Men ordering Six or More Bottles at a time will be supplied at Wholesale Prices.

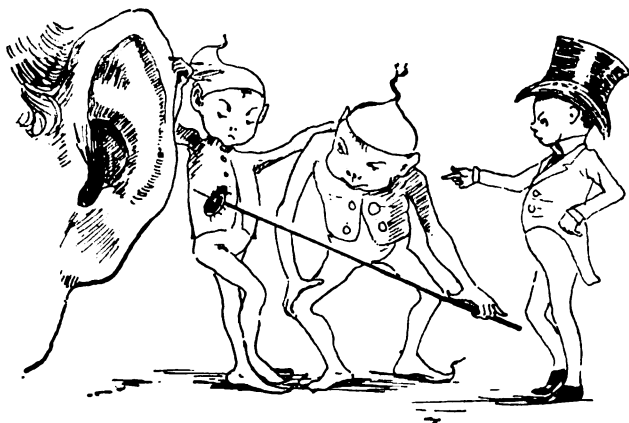
The above applies merely to Railroad men.

For further particulars, address

"ALVA'S BRAZILIAN SPECIFIC" CO.,

2082 and 2084 Lexington Ave., New York City, N. Y., U. S. A.

While you are hesitating about Buying a Filled Watch Case, let us



PUT A FLEA IN YOUR EAR.

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Keystone Watch Case Co.,

PHILADELPHIA,

NEW YORK,

CHICAGO.

LOCOMOTIVE FIREMEN'S MAGAZINE.

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EUGENE V. DEBS, . . . *Editor and Manager.*

DO WE WANT INDUSTRIAL PEACE?

In the December *Forum*, Prof. Wm. G. Sumner, asks the question, "Do we want Industrial Peace?"

At the first glance, the question appears preposterous. As we proceed in reading the paper, the absurdity of the interrogative increases rather than diminishes. The learned Professor does not advance far into the subject before he arrives at the conclusion that the discussion of the "so-called labor question has fallen into certain grooves and revolved around certain assumptions and pet notions."

What the "grooves," "assumptions" and "pet notions" are, the learned Professor does not permit himself to state. At the very beginning of the discussion, the writer seeks to push the "so-called labor question" beyond the boundaries of common sense treatment, and to reduce it to the silliest of twaddle-jargon, and yet the Professor seemingly removes his necktie, unbuttons his

shirt collar, rolls up his sleeves, pins back his ears, and sails in and makes the following startling start. He says:

"The labor question is the most remarkable example that could be brought forward of a topic of public talk which has never been reduced to any definite form. According to the only actual attempt to define it which has ever been made by any body within my knowledge, the labor question means things in general, and consists in a regret that the world is such a hard place in which to get a living, and in an enthusiastic aspiration for greater ease and facility in that respect."

In this we have Professor Wm. G. Sumner's idea of the "so-called labor question" with which he proposes to wrestle for the enlightenment of the readers of the *Forum*.

The writer affirms that the "labor question" is "ill-defined," and therefore its discussion runs "off into whims and useless wrangling," and that "as almost the sole result of the discussion, we have a whole vocabulary of words of which we have no settled definition, for example, labor and capital, monopoly, competition, working-man, wages, cost of production," and the learned Professor thinks it difficult to go on with the discussion because he is required to use "terms which within his knowledge, have become parts of the jargon of pseudo-science and bogus philosophy."

Such are a few of the goblins which Prof. Sumner sees in the way of an intelligent discussion of the "so-called labor question," and they evidently frighten him into asking the question, "Do we want industrial peace?"

The Professor refers to the present condition of things in Germany, and to the remark of Emperor William who is quoted as

saying that he "could and would stop strikes."

Prof. Sumner is of the opinion that the Emperor has taken a large contract, and intimates, if the German Parliament should ask the question, "How can we put down strikes?" "the first incidental question will be: how do you know that you want to put down strikes?"

So far, no one, we conjecture, will credit Prof. Sumner with being either comprehensive or lucid. He does not reduce the "so-called labor question" to any "definite form." He indulges in "whims." He says "there are only two ways in which strikes can be put down." 1st, to make a strike "a crime;" 2d, to compel employers "to pay what the employed ask for." The first way, he says "is effete," and if the second is enforced, "social freedom is violated" and "hence the obvious fallacy of arbitration."

It will be conceded, we, think, that Prof. Sumner writes at random. In whatever department of learning he takes rank as a "professor," when he enters the labor field of discussion, he impresses his readers as having gone crazy. Even when most sane, when his mental machinery is in its best working condition, there are evidences of a lack of grasp, as engineers say, "traction" and the machine "slips."

The learned Professor takes occasion to bring into prominence the contract system for the regulation of wages. He says: "At present, wages are fixed by contract between two consenting parties," and that there is no time when a man is more supremely sovereign and independent than when he is making a contract, for then he is freely subjecting himself to conditions which he considers satisfactory." No man at all conversant with the facts would make such a statement. Nominally men are free to make contracts, because in this country it is a favorite assumption, that all men are free. Practically, however, this much vaunted freedom is a fallacy, as treacherous as a mirage, a cruel illusion—and it is safe to say, that nine-tenths of the so-called contracts between employers and employes, the employé is not "supremely sovereign and independent," and does accept conditions which are unsatisfactory and unjust; condi-

tions which he knows are oppressive and which rob him of his legitimate share of the wealth his labor creates. Multiplied thousands of workingmen accept what is offered. When they do accept such wages as are offered, there is an implied contract, but in the whole realm of burlesque no greater travesty could be perpetrated than to intimate that under such conditions a contract has been entered into between employer and employé. For the employé under such circumstances to be "supremely sovereign and independent" would be to invite the penalty of idleness and all of its attendant woes. And this condition, the Professor admits when he says: "Now if one man can force another, by virtue of law and social force, to enter into a contract which is not satisfactory to him, that is to say, which is not the best one he thinks he can make, then the latter is a slave, and the relationship might serve as a definition of slavery." Evidently, Prof. Sumner is correct in saying this, and had he permitted himself to let "well enough alone" it would have been creditable to his mental faculties, but he assumes that the employer and employé occupy the same positions, the same vantage ground, and that in case of making a contract the employer may be as effectually reduced to "slavery" as the employé—a proposition so foreign to fact, so utterly at war with history as to reduce his argument, if argument it may be called, to the merest flummery.

Having placed employer and employé in positions, to be reduced to slavery by the "contract" process, Prof. Sumner is prepared to say that "industrial war is, in fact, an incident of liberty." This "industrial war," the Professor thinks "is an inconvenience," but he doubts "if it is an evil." Here is a learned Professor, who favors "industrial war," and asks, "Do we want industrial peace?" No wonder he asks, "How do you know that you want to put down strikes?"

Why does not this knight errant ask, do workingmen want justice, fair play, honest pay for an honest day's work? In a sense, industrial war is an "incident of liberty." A strike is industrial war, but it is in a far more pronounced sense, an incident of in-

justice, oppression and degradation, than of liberty.

Prof. Sumner, is clearly of the opinion that the United States does not want industrial peace and urges as a reason that "industrial war is worth all it costs," that industrial war maintains "industrial liberty," and that "the most important consideration is that the industrial war is solving questions which can never be solved in any other way."

As we have said, industrial war means strikes. The strike is the declaration of war. There is no industrial war when no strike exists. Professor Sumner relegates to the rear and to silence all means to obtain and maintain industrial peace except the strike. The ballot, the court, the legislature, the labor organizations, arbitration, compromise, argument, reason, common sense, all ideas of justice, of righteousness, moral suasion, everything except "industrial war," which is the strike.

If Prof. Sumner is correct a gloomy future presents itself for the contemplation of workingmen. They are to expect nothing that is not secured by industrial war. Education, reason, enlightenment, religion, civilization, the school, the press, the pulpit, the forum, singly nor combined can be expected to accomplish anything for the industrial masses. "Industrial war" is to conquer an industrial peace, and here the questions recur again: "Do we want industrial peace?" and "How do you know that you want to put down strikes?" It is such frothy discourse, such rigmarole that finds its way into the *Forum* receiving thereby the stamp of erudition.

The country wants industrial peace founded in justice to workingmen. The workingmen of America do not desire to perpetuate industrial war. They would willingly accept the right, based upon an equitable distribution of the wealth they create, and have the record stand that the last strike had come and gone. Every effort organized labor is making is to put an end to industrial war, and enthrone industrial peace throughout the land. Organized labor is animated by hopes of peace, prosperity and good will. It believes the ballot can help. It believes that honest men can be

elected to office. It believes that debauched courts can be purified. It believes that righteous laws can be enacted. It believes that trusts, monopolies and unholy combinations of human sharks can be broken up. It believes that the water in stocks and bonds can be squeezed out. It believes the hours of work can be reduced, the idle be given employment and wages increased, and for these things organized labor is struggling and is making some advancement. For these things labor is organizing and federating, and as a last resort will strike.

The work of education is going forward. Time is required for the accomplishment of great undertakings. Capitalists will combine, marshal their forces and resist the onward march to an industrial peace, but as certain as that the "Father of Waters" has grasped the hills in its hands and dragged them down to the sea, as certainly will labor conquer an industrial peace.

THE *Canadian Labor Reformer*, referring to labor organizations, remarks that "there must be either organization or unrestricted competition among workingmen, and it is for the workers to say which it shall be. Unrestricted competition means, on the surface, each man for himself; in reality, it means that the employer is enabled to beat wages down to the lowest possible rate at which men can live. It means, that, instead of a community of brethren, men will become a mass of struggling, striving, hostile and isolated units, each the competitor and enemy of the other. Organization means that, by acting united and working harmoniously the workers, instead of competing with each other, will mutually assist each other. The difference between fraternalism and devil-take-the-hindmost-ism." The case is rarely stated more forcibly than by our Canadian contemporary. Organization must go forward and be maintained, or all is lost. After organization is perfected, all organizations in industries, where there are different employments for men and women (as in a cotton factory where there are spinners, weavers, etc.) should federate. This done, labor is in a position to arbitrate or strike.

ORGANIZATION AND FEDERATION.

We are soon to have the census reports for 1890. The statistics for the decade ending 1880 are available and have been for a number of years. They are not out of date and are immensely suggestive. In 1880 there were 12,830,000 voters, and necessarily they were men 21 years of age. How many of these voters were men dependent upon their daily wages for subsistence the census tables do not inform us, nor do they supply the number of men engaged in gainful occupations; the closest approximation being the number of males employed between the ages of 16 and 59 years. From such totals we deduct 25 per cent as representing persons engaged between 16 and 21 years of age. Having done this, we arrive at the conclusion that of the 12,830,000 voters 7,621,101 were workingmen, dependent upon their daily wages for subsistence, as follows:

Engaged in manufacturing and mining . . .	1,953,442
Engaged in trade and transportation . . .	484,530
Engaged in personal and professional service . . .	1,859,223
Engaged in agriculture, laborers . . .	3,323,876
	<hr/> 7,621,101

We are confident the figures introduced do not represent the number of wage-workers in 1880, and we assume that in 1890 the number will reach 10,000,000.

Since 1880 the work of organization among workingmen has gone steadily and rapidly forward. It would be vastly interesting to know how many workingmen are enrolled in the various labor organizations of the country. In the absence of authoritative figures we are left to conclusions based upon such estimates as appear prudent. Taking the figures we have given, showing the number of men in the country dependent upon their wages for support, and adding 25 per cent as the increase since 1880, we would have as the present number 9,526,376—say 10,000,000. If we increase the number of agricultural laborers 25 per cent we would have 4,154,220—or, say, 4,250,000. It simplifies the problem immensely in discussing the subject of organization to omit farm laborers, who, as a general proposition, are not in any of the labor organizations of the country. Deducting, then,

4,250,000 from the estimated 10,000,000 of workingmen, and we have as a remainder of 5,750,000 workingmen who are in a position to organize.

It is well understood that there is a large number of workingmen who are not in organizations. It is scarcely required to discuss the reason why it is so. The fact stands out in bold relief. Many reasons are assigned for it, all of which are of more or less consequence.

First. The "common laborer," by which we mean that large class of workingmen who are content with being simply common laborers—that is to say, men who perform labor not recognized as skilled labor. They are men without trades; they are not in any sense craftsmen, but are, nevertheless, important to every branch of skilled labor, and without whose work every department of skilled labor would at once be paralyzed. An illustration or two will suffice. Take architecture (house-building) where brick or stone or both are required, the common laborer is in demand—at the quarry, in the brick yard and the lime kiln, and until his work is performed the skilled workman remains idle. Take the railroad; the common laborer lays its foundation, and his work is all along the line. Is the common laborer opposed to organization? Who knows? Who has authority to speak? In all of the organizations of workingmen only the Knights of Labor have made it possible for the common laborer to enroll his name in the grand army of those who seek by organization to better their condition. This is no reflection upon organizations of trades—of callings, vocations, etc., since only fellow-craftsmen are admitted.

Second. The question, why do men of trades refuse to become members of labor organizations? is far more difficult to answer. It will not do to assign ignorance alone as the reason, though it may be assumed that it is the chief reason. Ignorant people are usually men who harbor a multitude of prejudices, jealousies and suspicions. The term "ignorant," as applied to such persons, does not mean, necessarily, illiteracy, that they are numbskulls, but rather that they are uninformed in regard to

the purposes which animate their fellow-workmen; and, being ignorant in this, they become disqualified for doing anything to improve their own condition or that of their fellow-workmen.

Third. There is another class of workingmen who oppose labor organizations who, though they are satisfied that organization is right and proper, are wanting in courage to assert their convictions. They are born cowards. To preach the doctrines of labor organizations to them is like casting pearls before swine. They are the scab element—the weak-kneed, spineless, chicken-hearted element; those whom the Corbins compel to kneel, as do camels, to receive their burdens. As a class they are the hope of such employers as antagonize labor organizations. They esteem it a great boon to be permitted by their masters to live. Decorate them as you may, elevate them if you can, educate them as you will, they are mentally, morally and physically cowards, a groveling, abject, slavish class, without independence or self-respect, and the men who would rid the world of the brave workingmen who organize, are delighted as the number of such beggarly sneaks multiply.

Fourth. There is one other class of workingmen who fully comprehend the value of labor organizations, but refrain from joining them because they are venal creatures and therefore purchasable. And it sometimes occurs that these sordid creatures are found in labor organizations as spies and traitors. They are the Judas Iscariots in the ranks of labor, they betray and always for money.

It is difficult to estimate the number of all these opponents of labor organizations, but it is large. They have done incalculable mischief.

If we assume that the number of workingmen in the United States, leaving farm laborers out of the calculation, is 5,750,000, the question arises, how many should be deducted from the number as opposed to labor organizations, and upon whom all efforts to educate and qualify them for membership are thrown away? Suppose we say 40 per cent? This would leave 3,450,000 workingmen, exclusive of farm laborers, who may be brought under the influence of labor organizations.

Of this 3,450,000, the question is, how many are organized? We do not know. It would be most agreeable to know. In the absence of such knowledge we estimate the number in this A. D. 1889, at 1,450,000. If this estimate is approximately correct, then we have the fact that there are 2,000,000 workingmen in the United States yet to be organized, men who are willing to organize, men who, when organized, will remain true to their obligations.

To get such a vast number of men into line under the banner of labor is a herculean task. There will be disappointments and defeats. There will be advance skirmishing and sometimes disastrous pitched battles, and there will be victories that will make the morning stars sing together and the sons of God shout for joy. The truth is on the side of labor, and "the eternal years of God" are pledged to the triumph of truth. Never mind the past. "Let the dead past bury its dead." The question arises, what is the present outlook? As the eyes of the labor army sweep around all the horizon, what do they behold—Workingmen supine, inert, listless? No. On the contrary, on the alert, wide awake and organizing. Standing ready to take the labor tide at the flood and move on to victory.

After organization, what? Federation. It is the logical outcome of organization. No intelligent man doubts it. No sane man, except the enemies of workingmen, antagonizes federation. After federation, what? All that labor has demanded, an honest distribution of the wealth that labor creates. Fair wages, a less number of hours for toil. The elevation of the American idea of citizenship, home and family. Then the wielding of the ballot. Just laws, honest officials, a pure judiciary, the annihilation of trusts and monopolies—in a word, the reign of justice.

Is there anything in such reflection that appears preposterous anything in the line of vagary? If so, what? The mind forces of the world are coming to the rescue, falling into line. Bismarck makes concessions to socialists, Emperor William lectures employers and commands them to be just, Lord Salisbury warns laborers against strikes but at the same time gives

employers to understand that they too will be held responsible for commotions in the ranks of labor. Europe, from Biscaya to the Bosphorus, from Lands End to Siberia, from the Mediterranean to the Arctic Ocean, is in a ferment. There is quiet, because 5,000,000 of shotted musketry are ready for blood letting if the masses demand that their fetters shall be removed and the boon of liberty granted, and yet, the spirit of liberty is growing stronger and kings are being taught that thrones and crowns and sceptres are perishable.

In the United States of America there is to be no "decline and fall" such as visited Rome. The workingmen have the ballot and armed with that weapon they will eventually remove every obstacle to progress and demonstrate that the sacrifices made and the blood shed for liberty, are rewarded.

Iowa has at last got railroading and prohibition entangled, as will be seen by the following decision:

The Supreme Court has rendered an important decision here bearing upon the enforcement of the prohibition liquor law. An information had been filed before a justice alleging that certain liquors owned by Con Creeden were kept in the Rock Island freight depot in Des Moines intended for sale in violation of the law. The railroad company was made a party and the case was tried in the District Court, and the liquors were ordered destroyed. The defendants appealed, claiming the matter became one of interstate commerce, over which the State courts had no jurisdiction. The decision of the Supreme Court finds that Creeden was a persistent violator of the law and had been receiving liquor in this way for some time, using the freight office as a storage room to keep the liquors in packages until needed. These liquors had been received from six to fifteen days prior to the seizure. The court holds that the interstate commerce feature of the transaction ended when the liquors had reached the freight house. Under the circumstances it rules that the liquor was being held for illegal purposes and was no longer a matter of interstate commerce and were properly seized and condemned.

It is said of women, "When she will, she will, and when she wont, she wont," and that is about the size of the question about men's drinking, quite regardless of prohibition laws in Iowa or elsewhere.

The eight-hour question is up for debate, and it will never down until it is established throughout the great American Republic.

THE SPIDER AND THE FLY BUSINESS.

The announcement is made that the Illinois Steel Company, whose plant is located at Joliet, has erected "a handsome club house at a cost of \$50,000 for the use of the 2,000 employes at their works," and it is further said that "*the efforts of the company to care for the welfare and enjoyment of their operatives are highly appreciated.*" We have italicized a quotation that the reader may the more readily catch on.

The club house of the Illinois Steel Company, it is said, cost \$50,000. The steel company ought to be satisfied if it could make its investment pay 6 per cent. It has 2,000 operatives who can enjoy the privileges of the club house by paying \$2.00 each—total \$4,000—which is 8 per cent on the cost of the club house, and this is the mighty "effort" of the company "to care for the welfare and enjoyment of their operatives." How long ought it to take the average "operative" to see through such mercenary hypocrisy?

We know nothing of the dimensions of the Illinois Steel Company's club house, but we assume that it is so constructed that there will be "rooms to rent" independent of those assigned the operatives, and that the investment will realize to the company 10 or 12 per cent—of which the operatives will pay 8 per cent—and this \$4,000 a year taken from the earnings of the operatives measures exactly the great solicitude of the company for "the welfare and enjoyment of the operatives." It will be noticed that the operatives pay a round sum for their reading room, lectures, gymnasium, bowling alley, hand ball court, billiard hall, game room, bath room, etc., and yet, the purpose is to impress the public with the fact that the company animated by philanthropic anxiety, puts its hands deep down in its pockets and draws forth money which it scatters with prodigal liberality for "the welfare and enjoyment of their operatives."

In all such exhibitions of piety and profits, love and lucre, christianity and chicane, a double purpose is in view. In the first place, the corporation would have the public believe that God, in His inscrutable providence, has committed the lives, for-

tunes and destinies of armies of "operatives" into their hands, and made them responsible for consequences—; that in some way God has conferred upon the corporations a divine right to rule their operatives, their employes, their workingmen. It is the old, old story, as old as tyranny, older than authentic history, as ancient as hieroglyphics, that the workingman is the rich man's slave, and that anything done for him should be recognized and accepted as an evidence of solicitude for his "welfare and enjoyment."

This accomplished, the corporation may build a club house, compel or invite the operatives to make the investment pay 8 per cent dividends, and then with an effrontery that would make a brass monkey blush, exclaim, "Behold what we are doing to mitigate the ills and woes of operatives!"

As a general proposition, here in the United States, the corporation, trust, syndicate, monopoly, or by whatever name the combination is known, is required to be a little cautious in its tactics, but every passing day demonstrates their increasing boldness to enslave workingmen, and immense headway is made when workingmen conclude that they are in any sense dependent for life, liberty and the pursuit of happiness upon the corporation, for a sense of dependence, if it be only for a bath, for a game of ten pins or billiards, for a book or a lecture, is slavery—it is not independence. It is to ask the privilege to live. It is a condition in eternal conflict with the genius of American institutions and the rights and prerogatives of American citizenship.

Austin Corbin has 35,000 men in this condition. He has destroyed the organizations of workingmen—not one of his 35,000 serfs dare to belong to an organization of workingmen. This done, what do we hear? An order that his men shall shave off their whiskers and go with their coats closely buttoned to their chin. Let men investigate from the day the first autocratic order was issued, since man was created or evolved from monkey or molecule, and nothing will be found more degrading. And what, we ask, stands between the independence of the workingman and unspeakable degradation? Does some one answer the press, the school,

the church? Here and there we hear a chirp of disapproval, but in a vast majority of cases they are dumb and as voiceless as paving stones. What then is the hope of the times? Labor organizations. Strike them down and all is lost. With workingmen organized and federated the future is bright with promise. In that case it will be demonstrated that employers are quite as dependent upon employes as employes are upon employers, and that with fair wages workingmen will provide for their wives and their children, and work out their own destiny and will scorn the patronizing drool of men whose solicitude for their welfare is that of a wolf for a lamb's or a hawk for a chicken's.

THE New York *Press* remarks, that "the American workmen by organizations, trade-unions and so on, should be able to control to a considerable extent the rate of wages paid by the manufacturers of this country. In the production of cheap foreign goods the American laborer has no control, and the foreign producer pays what he pleases (generally starvation wages) to those employed." The American workmen will be able to carry out the suggestions of the *Press* when they federate for mutual protection, and not until then.

IN dividing up the work the statement is made that Mr. Cornelius Vanderbilt will look after the interests of the Michigan Central and the Big Four systems, and that Mr. William K. Vanderbilt will attend to the Lake Shore line. The Vanderbilt system is spreading rapidly.

OF the Wabash system, 1,309 miles are east of the Missouri river and 640 miles west of that river, a total of 1,949 miles.

LAST year there were 960 funerals in Great Britain the result of that number of lives lost in mining.

THE general office of the Atlantic & Pacific railroad has been removed from Boston to New York.

STEEL rails are now worth \$28.00 a ton, and all the rail mills are busy.

The Promotion (survival) of the Fittest.

RECENTLY, several articles have come under my observation relative to what should be the rule in advancing employes to more desirable positions in their line of service. In an editorial article in a recent number of the *American Machinist*, the writer deplors the fact that the Brotherhood of Locomotive Engineers persistently contended for the recognition of the senior employé in cases of promotion. Also our friend De Sanno, in the *Locomotive Engineer* for January predicts a change from the "oldest man," to the "best man" principle. Being a railway employé myself, I shall of course discuss the question from that standpoint and with reference to that branch of industry.

In taking the side of seniority I know that I am swimming against the tide of popular sentiment because the *best* of anything, order, or condition, is first choice in the average human mind. "The survival of the fittest," is in itself a declaration that the best must take precedence. But here I must oppose the current of popular sentiment with the fact that, while the survival of the fittest may be, and doubtless is, a law of nature, it is not a law or governing principle of society. In fact the organization of society is a direct nullification or abridgment, at least, of the laws of nature. Allowed to act without the intervention of human intelligence Mr. Darwin's familiar enunciation would require that the game of life should be played under the old familiar rule of our school day: "*every man for himself.*" But here human intelligence interposes and establishes governments and organizes society. And to what purpose? Manifestly that the weaker and less fortunate of mankind may have a show for existence. Human intelligence declares for that other rule of our play days: "*one out all out,*" and when we go back to those same play days and remember who of our associates used to declare for the one or the other of these rules we shall find that it was not always the most intelligent nor the most charitable of our playmates who clamored for the rule that put the best players always opposed to the poorer and kept the latter in a subordinate position. The one view is the imperialist idea; the other the democratic. On the one side we should expect to find such people as Corbin, Livingstone, and Stone. On the other, every person who is in sympathy with those who earn their bread as laid down in the biblical constitution. "One out all out:" not of this organization or that, but out of any in the ranks of honest labor should be the declaration of all lovers of a "square deal." But I have wandered away somewhat in the field of generalities.

To narrow the question down then to something definite let us take the railway service as a basis, and since one of the writers mentioned has called attention to locomotive engineers in particular, I will confine myself to them. At the very outset however we must determine what constitutes the "best engineer," and when we have done that, I venture the information beforehand, that we shall find him to be, as a rule, among the oldest men in the service. I have always regarded continuity as being as desirable a faculty as keen perceptions, especially in railway service. The men who have an abundance of the staying quality, who hang on in the face of adversity are among the leading railroad men of the past and present. Good judgment, the absolutely necessary qualification of a good engineer can only be attained by the hard knocks of experience; and experience requires time.

My experience as an employer has not been great, but going back to my engine dispatching days, a good many of which were served during the winter months in northern Iowa, I recall to mind that those boys on whom I could depend every day were the ones that I preferred. No matter how good a man he may be, if his back gives out as soon as the turn-table begins to work hard he is a disappointment; his genius will not assist you much in turning engines. A man may be ever so successful in firing up engines but unless he shows up regularly, on time, and you have to break in a new man frequently, you would exchange him for a man who was not quite so apt on whom you could depend after he was once instructed in his duties.

Just here I want to ask who is to decide who is the *best man*? As it now stands I would be left to some of the officials of the road and, although he might be all right as an engineer, he might be a little too energetic in his support of organized labor and would of course not be considered the *best man* for the company, in many cases. Who is the *best man* is largely a matter of opinion. Who is the senior is a matter of record. It is frequently very hard for one employé to see wherein another is better qualified for a certain position than himself and hence unfriendly feelings are likely to be engendered. On the other hand it is always easy to determine who is the senior employé. In a word it is much easier to determine, far as the employes themselves are concerned, who is the *oldest man* than who is the *best man*. And, in the promotion of the former *esprit de corps* is stimulated while the latter the reverse is likely to result and it is the opinion of the writer that the time is now ripe when people whose necessities compel them to work should entertain the most friendly feelings toward each

other. If the *best man* could name his price he might, so far as least, as pecuniary considerations are concerned, be oblivious of the condition of his fellow men. But it has been demonstrated, so far, at least, as the locomotive service is concerned, that he can not. The *best engineers* and firemen were none too good for the C., B. & Q. system until they introduced the question of pay: then *anything* would do.

Orators and writers are prone to exhort us to aspire to the top round in the ladder of fame or excellence. To this I do not dissent provided the aspirant has due regard for the rights and welfare of his fellow men. It would be very unsatisfactory to me to look down after attaining this lofty position and see my collaborators heaving away at the foot of the ladder. It would be better, I think, for me to descend a few rounds, and even go so far as to distribute some of the fruits to be gathered from my lofty position among the "crowd" below, or perhaps 'twere better that I had not climbed so high than that I ascend to the top and have my dissatisfied brethren give me a tumble.

The *best engineers* in the country can not maintain wages unaided. Under a system that only promotes the best men, those who are relegated to the rear, when they see themselves constantly losing ground, have but one means of regaining or maintaining their places and that is by underbidding. And when worst comes to worst, they will do so. Under the present rigid discipline there is little danger of any *inferior class* engineer getting to be very *old* in the service.

Just imagine, if you please, one of those "*best men*" at the top of the ladder. He is picking apples. He picks one for the "*old man*" who owns the tree and then one for himself. This he eats and throws the core down to the "*crowd*" at the foot of the ladder and says, you fellows might as well go away; you don't know enough to pick apples; you may be all right digging potatoes or grubbing stumps, or doing anything else on the ground; but this position is too lofty; you would get dizzy up here. After having delivered himself of this cheap piece of information he continues his apple picking and begins to fill his pockets. "Hello!" says the old man. What are you going to do with "*them*" apples? Take 'em home for my wife and children, says the "*best man*." Can't you get along without apples for your family? No sir. Come down, says the "*old man*"; I'll get some one who can. Down comes the "*best man*" and up go the crowd; two or three to the top at once.

Mr. "Best Man" lays around until his small stock of apples "plays out," and himself and family go without any, for a while, and then he goes back and takes a position *as near* the foot of the ladder as he can.

Now, it is the system that will have a tendency to keep the "crowd" from going up the ladder when the man at the top comes down unless they can do so on the terms demanded by him, that I favor. Let the successful ladder climber say boys, the best thing you can do is to stay here and attend to business and though you may not be getting along very fast your turn at the top is sure to come. The "*old man*" has more fruit coming into bearing every year and he will likely have use for more ladders soon and you are all right if you stay by the "*old man*." You need not be a bit afraid of "falling down" when you get up here; all you want is confidence in yourself and plenty of "nerve." Of course there are a good many things that you can see from up here that you can't from down there. Of course, we have certain duties to perform up here, the same as you do down there, and if a man can not give satisfaction he of course can not object to letting the next man on the list have a chance to try. I can't guarantee you success but I am bound to see you have your right to a trial respected.

How would some of those "*best men*" fellows like to knock through eight or ten years building and perfecting a line of road, contending with cold and snow, bad water, unrepaid engines and long hours on duty. At one time, more work than he can stand; at another, none at all; and then, when the company gets ready to put on regular passenger trains on which he could make about seven days in a week with every night's rest and be at home over Sunday, have one of those *good men* who can get a job anywhere, and who has had a job almost everywhere, and wont go out unless the engine and weather and track are just about so, come along, and, just because he has had a little more air-brake experience than you have, and has the mechanical vocabulary at his tongue's end, take that passenger run. They, nor you, nor any one else would like it. Even the man who took the run, if he was a man in any other sense than a mechanical one, would feel guilty. But that is the best man principle to a demonstration. One of the best arguments in favor of seniority is that it is satisfactory, both to the men and management. There has never been any great trouble, to my knowledge, in making schedule regulations, in settling this point. Of course the company usually reserve the right to deviate from the rule in special cases, but they seldom do, except for good reasons. I am heartily in favor of every one putting forth his best efforts to improve. Knowledge is a nice thing to have even if it does not take one to the top of the ladder at once. It makes a man feel a little more secure in his present position.

A. H. Tucker.

CHILLICOTHE, Mo.

A Winter Night.

Is a fearful night and the wind is high.
The mercury falling far below.
And fearing the cold, instinctively I
Make sure with the quilts and the buffalo:
For the cutting sleet and the blinding snow
Are pelting against the window pane
As if King Winter would have me know,
By the old trees writhing to and fro,
That he has not ceased to reign.
And snuggled away 'neath the covers warm.
Well may I defy the howling blast:
But what of the men who out in the storm
Shrink not from the duty that holds them fast?
In a moment's lull I can hear the last
Faint sound of a whistle far away.
And I think of the men whose lots are cast
Where so many dangers must be passed
As they speed on their perilous way.

The sound of that whistle brings to me
Reflections I can not quite conceal:
For in my musings I plainly see
An engine dash on its path of steel,
And know that the motions of rod and wheel
Are under control of a trusty hand:
And the beams from the furnace door reveal
Another whose duty is to deal
The coal at the fire's demand.

And out on the swaying slippery cars
As they rumble down the Evona Hill.
By the light of their lamps,—dim, wavering stars—
Obeying the signals loud and shrill.
The brakemen work with an earnest will.
From cab to caboose, there is work for all.
And the truly brave are the men who go
Where their duty calls, though well they know
How certainly some must fall.

For well do we know that none can tell
By a railroad man, though good the run.
How long to insure him sound and well:
That the trip in life and health begun
May not prove to be the closing one:
A broken rail or a misplaced switch,
A flaw in a rod or a signal wrong,
Or the track washed out as they rush along,
And the train goes into the ditch.

Yes, I always think, be it snow or rain,
Of the rough, irregular, perilous life
Of the sturdy men on the midnight train,
With its myriad unseen dangers rife.
The soldier is praised for gallant strife,
The hunter for exploits wild and bold:
And I've heard the praises of sailors sung
And the chiming bells for the statesmen rung
And the miners' stories told.

But sing to me of the railroad men,
The brave, unfaltering ones who serve
The interests of home, and often when
I know I should shrink and swerve.
The men with steady, metallic nerve—
Of such I would have you sing to me,
And gladly would give them my fondest verse
Their perilous duties to rehearse
In measures faultless and free

STANBERRY, MO.

Geo. W. Hall.

The Heroism of Women.

HEROISM is a fruitful theme. Orators and poets select it frequently and make the most of it. We do not object. In eulogizing heroes, physical or moral, panegyric is seldom overdone. A real hero is one upon whom admiration may be bestowed with good results to all concerned, in fact, the hero is not so much benefited by it as those who have the capacity to appreciate noble deeds, great sacrifices in the interest of others. The trouble is, in a majority of instances, that real heroism

passes unobserved, unheralded to the world, and this is conspicuously true of the heroism of women. It requires a Joan of Arc, a Florence Nightingale, a Ruth or an Esther to arouse the world to the fact that heroism is not confined to men, but that women as well as men, possess the qualities of courage and fortitude, that they too can do and dare, make sacrifices and bear patiently all the ill-flesh is heir to as uncomplainingly as men, and stand every crucial test that fate may decree, with a firmness as masculine as the inquisition ever witnessed. In our readings we find the following in regard to "Heroic Mothers," which we reproduce because it is pertinent, demonstrating beyond cavil the heroism of women:

On the continent poor students are as frequently to be found as in Scotland, and in Vienna they form the majority. A good number of mere boys may be seen running about from one end of the city to the other, giving lessons while they are themselves still pupils of the gymnasium (the continental grammar school), and of the university students at least two-thirds are defraying the expenses of their studies out of their own earnings. This works satisfactorily so long as the minor examinations have to be passed, but when the students have the doktor-examen, or the state-examen, before them, assistance becomes necessary, as studying hard and cramming others have proved to be incompatible. In such cases the poor mother or the sister, perhaps a seamstress or a dressmaker, or may be the bride elect, who is also dependent on needlework, will for months strain her eyes and work her fingers to the bone to allow the candidate, who is the pride of the family, and may in days to come be its support, to devote himself entirely to his books to prepare for his examination.

The son of one poor widow was such a candidate, and while he was diligently applying himself to his studies, the final examination being very near, the mother deprived herself even of the pleasure of seeing him. One evening some four weeks ago the poor old woman pricked her finger with a needle. Soon her hand became swollen, and the woman sought medical advice at a hospital. There she was told that the finger must be amputated, and she insisted upon the operation being performed at once, so that the accident might be concealed from her son. Twenty-four hours later the whole hand was gangrenous and had to be taken off. Not a whisper of this misfortune was allowed to reach her son's ears.

At last the examination day for the doctor's degree arrived. The young man left for the university after taking a hasty farewell of his mother, and he had hardly quitted the house before the doctors arrived to amputate the arm of the silent old sufferer. It was at an advanced hour of the day when the son came home radiant with joy to tell his mother that their days of anxiety and want were at an end; that he had passed with honors, and that it would now be his turn to provide for his parent. But the one to whom he intended to communicate his joy was no more. Even the last operation was made too late, and blood poisoning was the consequence of her endeavors to hide her pains from her son.

In the foregoing we have a picture of a mother's devotion which, could it be placed upon canvas by the hand of a master, would at once take its place among the masterpieces of art of the world.

Possibly some one may say that the incident in the life of the Austrian mother is overdrawn, that it is fanciful rather than real, or, if true, is an exception to the rule. If such objections should be urged the objector would at once demonstrate his ignorance of the strength of a mother's love, and

his total unfamiliarity with the nobler traits of women's character. In the great majority of cases women become heroines in the hush and quiet of obscurity. Their fortitude, their sacrifices are not heralded abroad. They watch, they wait, they pray and suffer unnoticed and neglected. They bear their burdens uncomplainingly and when the silver cord is loosened, monumental marble does not recite their deeds nor perpetuate their memory. In this, as in many other regards, the world is unjust, and chiefly because the blind bigotry of men will have it so. If the world could know the truth of the heroic deeds of women, there would rise up a noble army of men, who, were it required, would make "bricks without straw" to build them monuments as imperishable as the "everlasting hills."

Francis Whitman.

True and False Success.

We do not choose our part in life, and have nothing to do with those parts. Our simple duty is confined to playing them well.—*Hillard.*

IT should be remembered that success in life is to be regarded as a means not as an end; and that therefore there is such a thing possible as unsuccessful success—such a thing as gaining every end, while the whole life has been a failure. For what is this success to which we have been trying to point out the path? Viewed in the light of another world,—of that measureless existence compared with which this earthly one is but a point, what is it, after all, but a comparatively vulgar, paltry point. Is it anything for which a man should crawl in the dust, degrade himself in his own estimation, do violence to the divine principle within him, or stoop to the smallest mean or dishonorable action? Is life a scrub race, where, at every hazard, though you have to blind the man on your right and trip the one on your left, you must struggle to come out ahead? Shall we subscribe to that dangerous materialism running through American life, which preaches that money is the great end and evidence of the possession of intellect, that a man must be a failure unless he culminates in the possession of a check-book—a belief worthy only of a people prepared to accept "Poor Richard's" maxims as a New Testament? Were we sent into the world simply, in the slang phrase of the day, "to win a pile?" And when we have a competence, shall we sacrifice health, peace, conscience, that we may boast of our hundreds of thousands, though we know that incessant fear and nervous anxiety are often the shadows that surround the glittering heap? Is it nothing to have a conscience void of offence, a face that never turns pale at the accuser's voice, a bosom that never throbs at the fear of exposure, a

heart that might be turned inside out and discover no stain of dishonor? Perhaps you regard popularity as the great test of success, to be the focus of all eyes, "the observed of all observers." Then you live a life only in others' breath, your happiness depends on every turn of the weathercock; you are at the mercy of every wind that blows. Are you the lion of to-day, because you have burnt the heart of the world with your ardent soul? I am the lion to-morrow because I balance myself on a wire over the dizzy chasm of Niagara, and you are quite forgotten. The confounding of excellence with pecuniary success, is both absurd and immoral. Was the divinest life ever lead on this earth a success humanly speaking? And are you entitled to pronounce your fellow-man, who has humbly tried to copy it a cipher, because he has not, like you, courted applause, and made some nook or corner of the earth ring with his name? Has not many a man been a blessing to the world who has made no noise in it, and who has died a beggar? And have not thousands died rich in goods or reputation, who were intellectually and morally bankrupt. It is not too true of the road of ambition, that, as another has said the higher it ascends the more difficult it becomes, till at last it terminates in some elevation too narrow for friendship, too steep for safety, too sharp for repose, and where the occupant, above the sympathy of man and below the friendship of angels, resembles in the solitude if not the depth of his suffering a Prometheus chained to the Caucasian rock?

Whatever you will pay the price for, you can have in this world—that is the rule. Be rich or popular, if you choose, bringing all your faculties to bear upon one point, and letting your intellectual and moral nature lie fallow. But do not arrogate too much on the strength of this vulgar success; do not expect admiration and applause, or even a tacit assent to your claims, from those who are accustomed to look below the surface. Do not deem yourself authorized to pity those who prefer incorruptible treasures to a balance at their banker's,— "the pearl of great price" to the jewel that sparkles on the finger—and who have been successful as men, though they have failed as lawyers, doctors and merchants. The possession of 5-30 bonds, mortgages and corner lots does not always and necessarily reward virtuous industry; "a book, a great work, an architect may owe success simply to the bad taste of the times; and, again, non-success in any candidate may arise from a conscience too clear and sensitive, a taste too good and too nice, a judgment too discriminative, a generosity too romantic and noble, or a modesty too retiring." There is no possible valuation of human character which would

make the slightest show in the stock-list; and hence success, truly understood, must be sought, not in what we have, but in what we are. All experience shows that the greatest and most continued favors of fortune cannot of themselves make a man happy nor can the deprivation of them render altogether miserable the possessor of a clear conscience and a well-regulated mind. An ingenious writer has even written an able book to prove that no change in any man's external circumstances, bating the case of absolute indigence, can alter a man's essential feelings of comfort and happiness for more than three months. Such cynicism, which if universal would put a sudden stop to all the wheels of the world's industry, can have but few converts; men will continue, in spite of the croakings of moralists, to crave and toil and struggle for the world's prizes; and it must be confessed that in spite of all drawbacks, success, even in this vulgar sense, is a desirable thing. Money, and a pleasant home, and freedom from economical cares, books and pictures, the society of cultivated and elegant men and women, the respect of the world, and the best viands, all are solid advantages, which none covet more than those who affect to despise them. Life is certainly a journey and a pilgrimage, but "if it were only a journey of a single night, traveling first-class would be incomparably more comfortable than traveling third." It is therefore a great saying that "heaven is probably a place for those who have failed on earth." Do you ask, then, what you shall aim at in life? We answer: Aim to act well your part, for therein lies all the honour. Every man has a mission to perform in this world, for which his talents precisely fit him, and, having found what this mission is, he must throw into it all the energies of his soul, seeking its accomplishment, not his own glory. "Man is not born to solve the problem of the universe, but to find out what he has to do, and to restrain himself within the limits of his power of comprehension." Having found out what you have to do, do it with all your might, because it is your duty, your enjoyment, or the very necessity of your being. Are your intellectual endowments small, and do you despond because your progress must be slow? Remember that if you have but one talent, you are responsible only for its wise employment. If you cannot do all you wish, you can at least do your best; if there be one thing on earth which is truly admirable it is to see God's wisdom blessing an inferiority of natural powers when they have been honestly, truly and zealously cultivated. Remembering that the battle of life cannot be fought by proxy; be your own helper, be earnest, be watchful, be diligent, and, if you do not win success, you will

have done the next best thing,—you will have deserved it. Is your calling one which the world calls mean or humble? Strive to ennoble it by mixing brains with it. Show by the spirit that you carry into it, that to one who has self-respect, an exalted soul, the most despised profession may be made honorable; act with common sense according to the moment is the best wisdom I know, and the best philosophy to do one's duties; take the world as it comes, submit respectfully to one's lot, bless the goodness that has given us so much happiness with it, whatever it is, and despise affectation.

G. H. Whitney.

"Kissing Mother."

IF there's one thing on earth that I enjoy, and that is not among the many regrets, that one thing is the yet fresh remembrance of a cloudy, murky Sunday afternoon when I knelt down to have my last talk (as it proved) with my dear old mother, then over 80. She was only sick for a few hours then, and she felt that her time had come. After saying what was nearest to her dear heart she folded her hands on my head and invoked the good God's blessing on "her boy" for his tenderness and care, and a few hours later, all unconscious she drifted out and away from earth and her long troubles and few joys, with a supreme faith that she should again meet "her boy," and the jotting by "Kittie Wadden" has reminded me of some of the phases of my own life, as well as what I've seen in my hospital and private practice before the medical was abandoned—and so I've sort of gone over the ground, raking over the coals, thinking of many things I wouldn't care to mention and of others that may be said impersonally, in hopes of making the lot of some sweetheart, wife or blessed old mother happier.

People in the enjoyment of health and vitality do not think often of how little it requires to make a half invalid supremely happy. One of the worst shocks I ever had in my life was to hear a so-called remark of his mother that "she had outlived her usefulness." I could have killed him with no more compunction than a snake, but the law recognized the thing as a man (smallest "m"), and so he lived. He had married another * * * and she, instead of treating the mother tenderly during the few years left to her, did not really abuse, but she did far from making her lot happy. Having thus accidentally learned of the situation I called on the lady frequently and found her an educated woman of the keenest temperament—sensitive, loveable. Left a widow, she toiled with two children, a son and daughter. In later years she became partially paralyzed

from lifting her dear, ungrateful son when he was sick unto death, and so became compelled to sit in a chair.

"Kittie" evidently writes from the heart. Let us hope she will never know other than true love from "her own." Imagine the mother—who listens to all your lame excuses, torn clothes, bruised shins, toes, head, burnt back, and then uncomplainingly sit up half or all the night to fix up—repair—and gets up bright and early so you can be on hand at work or school—sick herself—and you never stop to say a pleasant word, and in the "home coming" you never kissed her in your life, and her heart is hungry for "love." Hadn't she given it to you, (ungrateful as you are) in your younger days you wouldn't exist to-day; and how many men scold, growl, snarl from the time they go in until they go out of the house, when if they only had the horse sense to go up and just put their arm around mother's neck, kiss her and hug her, she would be happier each day, and the same dose given your wife will be in many cases a surprise party to her—I don't charge for the prescription—and it will brighten her up wonderfully. Now, Jim and Sam, you just try it, and instead of buying a glass of beer or a stinkere cigar just go by the florist's on your way from the roundhouse and buy her a couple of pinks or rosebuds, and put them in the top of your hat if its cold. When you get home put them in her hair, just as you used to do when you courted her. Try it, and see if she don't look prettier—see if it don't help her get the work out of the way. If you try it for a week she will watch for you; and suppose a smash should come and you couldn't kiss her when they took you back, what do you suppose she would think—either of them—wife or mother?

We leave our home (if we have one), wife or mother—I've neither—and go about our work and go back unconscious, or find them so—will it not make life easier to leave, or live to know our dearest ones loved us only one day ago. There's a great difference between "possession" and "anticipation." Wife sometimes ruins the home or abandons it; man often grows neglectful, selfish or imagines that he owns "her," and the two are frequently made very miserable by the innovations of the mother of one or the other, but a man can love his mother and his wife both truly, and the one who causes trouble is not true in his or her love. Life at the best is too short for a battle. We should live hopefully, lovingly, and whatever else may come or go, love your mother tenderly. Never let her feel she is a burden. Kiss her dear old face and be sure that her blessing is beyond price, and that her love is second only to that of our Saviour.

The mother love is beyond comparison of the wifely love, and yet both are sacred. The mother loves beyond life, and she is true to the child in and under all circumstances, and if God forgives us as many times as does mother then we may almost be sure of heaven. The mother's work as mother, tends to bring an early old age in many cases, and son or daughter who can or does speak harshly, or who can or does make mother unhappy in her old age or when she cannot be active—such cases let us hope, are in the minority. The maternal function in women hastens early old age in many cases because of the husband's actions while the *mother work* is being done. Men in most cases do so ignorantly, let us hope; and then that the woman should suffer in years to come for this seems to be asking too much—yet how frequently does it occur.

Be choice and tender of a girl, sweetheart or wife, but when approaching signs of motherhood are recognized be then more tender, patient, loving and sweet. When her work is done and the silver betokens age and "the rest that remaineth" then, as you value your life and Christ's promises, "kiss mother" as often as ever you can—let her feel that "her boy," whether he pulls a lever, throws coal or does any other honest work, has a heart for mother and a home for mother as long as both live. Never let the recording angel put down an ugly mark to your debit on the big book, "hurting mother's feelings." Kiss the dear old face, make her smile, and when she says "good-by" finally if she can only "bless her boy" it will make your own life brighter and in your own troubles you can always look back and be glad that "mother" was never sorry for any act of "her boy." Tenderness and mercy was the message of our Saviour to all men—"As ye mete so shall it be measured unto you." We do not obey the law and then we rebel, because we get just what we have given. Isn't that so?

An Engineer.

HER IGNORANCE OF POLITICS.—"James," said the horror-stricken wife, as her husband came slowly limping in with one arm in a sling, his jaw tied up, one eye bandaged and the largest nose on his face she had ever seen, "what in the world is the matter? What accident has happened to you?" "Nancy," mumbled James, who had just returned from a quiet Democratic primary in the 11th ward, "go to bed. What in thunder do you know about politics." —*Chicago Tribune*.

FREDERICK DOUGLASS told a reporter of the *London News* that there were 4,000,000 negroes in this country at the time of the emancipation, and that he now estimates the colored population at 7,000,000.

The Tour of the World Without Money.

Charles Thorne, an adventurous young man, has mapped out for himself a tour of the world without money. As you read this Thorne is probably stowed away in one of the freight cars bound for the booming West, for he started on Saturday night on his long journey, and his plans included the Pennsylvania route, and one of its best freight-carrying cars. Thorne has traveled great distances in his time, he says, and his selection of any car after examination is a guarantee of its completeness in well-turned wheels and light-running trucks, so that officials of railroads which he may select to use during his trip may feel highly complimented. Thorne is a pleasant-faced fellow, about twenty-six years old, and shows in his conversation and manners a vast amount of determination and grit. He is well educated, talks knowingly about every country on the globe and the characteristics of the inhabitants thereof. He pays America a graceful tribute when he says, as he did to a reporter yesterday:

"I know I shall reach 'Frisco all right, for I can easily travel on American railroads, for if I get hungry fifty people will feed me

as soon as I ask it. It's in Europe I shall have to fight the hardest battles of the trip."

The circumstances which led to the journey just begun are peculiar. Thorne landed in this city from Liverpool about a month ago, accompanied by two friends. While in an up-town cafe, a few nights ago, all three fell into an argument as to the ability of any one journeying around the world without paying a fare. Thorne declared he could do it and do it in four months. One of his friends was dubious, the other trustful, and a bet resulted between the two that Thorne could not accomplish the trip within the time named. It was agreed to pay Thorne for his trouble if he encircled the globe without money, whether it takes him four months or four years.

The young man speedily set to work to map out a route, and with his plans carefully scheduled and a serviceable outfit of clothes, hat and shoes, was ready to start. From San Francisco he will stow himself away or work his passage to New Zealand, thence ship for some Chinese port and journey through the Balkan pass to Russia, thence to Germany, down the English channel to England, and ship from there to this city.—*New York Dispatch.*

Freaks of Indigestion.

TOTHER night to Pluto's regions, at a speed surpassing thought,
My poor self, despite remonstrance, on a wild cat train was brought;
Down I went through dismal tunnels, passing China on my route,
Where the natives dine luxurious on a cast-off cowhide boot;
Where the rats and mice and vermin are the Pigtail's daily food,
Ere they leave the Flowery Kingdom and upon our shores intrude.

It was melancholly riding, not a streak of light was seen,
Till a scabby looking trainman sung out loudly, "Fiddler's Green!"
Here a stop was made a second—just a second and no more,
To kick off some train dispatchers whose conceited days were o'er.

Next we sped by Hell's Half Acre—'tis a little spot of ground
Where some engineers and firemen in a painless state are found—
Curving round a jagged mountain, where the flames were leaping high,
I began to notice objects and some painful ones did spy.

Yet we never paused an instant till we reached a level plain
With a mammoth union depot into which we ran the train.
It required no stretch of fancy the locality to tell,
For a blind man with his nostrils might be sure that it was — Well,
I sincerely hope my readers may ne'er find the cursed place,
For 'twill always be a damned spot, terrorizing Adam's race.

What a din of countless voices was resounding in my ears!
I surveyed the crowd a moment but I saw no engineers,
Not a solitary fireman, nor a brakeman was there nigh,
But, oh Lord! a million other railroad dudes I did espy!
And I thought I knew some faces—boys who played the game alone
A few years ago with vengeance, so they clamber near the throne.

I saw half-a-dozen wipers with fingers light as air,
Boys who picked my cab locks nightly, taking things I couldn't spare ;
I saw many superintendents of the good old days gone by,
Who expected when they'd pass us on our faces we should lie ;

I saw several directors who had schemes for getting rich
Paying scrip to us who labored, that was troublesome as itch ;
It was sure to keep us scratching round among the men of trade,
'Twas a miserable existence 'neath their management we made.

I saw preachers there distracted, who in pulpits foamed in rage,
And denounced their congregations as pariahs of the age ;
Sure enough the devil had them, yet I-marveled much, because
I supposed a crown of glory was for all who preached God's laws !

I saw demagogues in thousands who were never known to toil,
But kept hourly agitating that all honest wealth was spoil,
That all things should be divided so they'd get an equal share ;
Judging from their wails of anguish, heaven heard at last their prayer.

There were many red-nosed toppers who drank days and nights on earth,
Never thinking of their children or the wives who gave them birth.
I saw bigots of all nations, who went round the land like bulls,
Whose contracted hearts were harder than the Ethiopian's skulls,
Fiends, who spent their days proclaiming heaven's vengeance swift and strong
Would be dealt to those who didn't to their narrow creed belong.

I saw sights surpassing Dante's I am powerless to describe,
For before my startled vision moved full many an anguished tribe ;
My descriptive pen is feeble such fierce tortures to portray,
Oh ! I made Herculean efforts from that place to get away,
Till a sad, heart-rending wailing burst upon my startled ear,
All my teeth began to chatter, and my eyeballs shook with fear,
And a strange, unearthly figure totter'd up to where I stood,
Asking for a drink of water to cool its boiling blood !

I surveyed it but a second, and what startled me the most,
Was its fierce articulation, tho' it seemed to surely roast !
There it pleaded in a language that thrilled through my heart and brain,
And beseeched me not to leave it till I'd help to still its pain !
I inquired its name—it told me that John Livingston 'twas called,
In the stupor of astonishment I stood almost appalled !
All my old-time indignation, which I felt in days gone by,
At the sufferings of the creature from my bosom then did hie.
With an honesty of purpose and a moisture on my nose
I conversed with it as follows, telling how I'd ease it woes :

" I'll go fetch the Arctic Ocean and a dozen icebergs here,
And I'll labor hard to chill you, for you loved an engineer.
If old foes would now behold you for an instant in your grief,
How they'd dive down here in thousands till they'd give you some relief !
They'd be sure to come barefooted, if they kept their cowhides on
They might kick up quite a shindy for the days now past and gone—
There ! don't cry ! I didn't mean it, you are suffering enough,
And I really feel quite sorry, for your lot is pretty tough.
I'll be back here in a jiffy, now keep still till I'll return,
Tho' you were a mischief-maker, it's too bad to see you burn."

From its presence in a hurry round I started to arise
And awoke from out my slumber filled with horrible surprise,
For the caller he was thumping like a thunderbolt, the rogue !
And bewailing his exertions in this fluent Spanish brogue :
Arah' what the devil ails ye ? Are ye tongue-tied in the bed ?
If ye don't get up, be jabbers, I'll go back and say yer dead !

—*Shandy Magazine.*

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the *tenth day* of each month.

Some Answers.

MR. EDITOR:—After a year and a half of absence from this point, I again address the dear old Mechanical Department from here, where I made my first appearance as a contributor, which led to a succession of articles which have been sent out to record facts and fancies, truths and errors, as they were impressed on the mind of the author by such research and investigation as came under his observation.

Ill health and hard work kept me for a long time silent, when I felt that I should write at least one article of explanation, but feeling as I did, as if the grave lay just before me, I could never gather courage enough to concentrate my mind on the subject of mechanical topics. This is changed and I now seat myself in the enjoyment of good health, to meet with the readers again.

First, one year ago I contributed an article on lame engines and how to find and remedy the difficulty. I took great care and a number of months of study, as to how to illustrate and finally adopted the plan which appeared in March, 1889, *Magazine*, and in which I made such an error that I had an attack of the blues which lasted me a month or more.

"Vulcan," ever generous and considerate, finds sufficient cause for the mistake (April, 1889, *Magazine*, page 311) in the fact of my having to devote thirteen hours to my duties as hostler and seven or eight to sleeping. How much more would he find cause for the error had he been in full possession of the facts? Sick, but compelled to work as long as I could drag along, coughing like a confirmed consumptive, my wife was stricken down with a severe illness and I had to forego my sleep to watch by her sickbed, and thought it an excellent time to write my article; so between trips for medicine, or the doctor, I made my illustrations one day, and prepared the explanations that day and the next; for sleep I secured two hours of fitful slumber each day, and with work and anxiety mixed with valve motion, is it any wonder I wrote it backwards? When I secured the March advance copy it completely crushed out all courage to see what an error I had recorded, not from lack of considering the topic, but from over attention to other topics.

"Jim Dooky" asks (May, 1889, *Magazine*,

page 408) if my mogul had an extension front and as to the size of fire-box. As I said in a former article, she was equipped with extension front and straight stack. 17x24 cylinders and fire-box sixty-eight inches inside in length, also with a brick arch; her nozzle was single 4½ inches in diameter; she afterwards became the terror of the road to extra firemen. "J. D." facetiously remarks that in the latter part of my short leg article I must have had my feathers rubbed the wrong way, and so I did, as I have explained above, but to "J. D.'s" query as to the tableau, I will say that the man who could not regulate his pump or injector long enough to search out this difficulty as explained, must be one of those engineers who grew and was mislabelled when planted as an engineer sprout.

I find that I have to thank W. A. Gore for illustration of dead grate and brick arch in April, 1889, number. Our engines here have the arch but not the dead grate.

Now we come to questions nearer home. "W. L." asks why does an engine slip running down hill with the throttle shut off, which has called forth some comment. Bro. "Vulcan" calls it "W. L.'s" unique experience, and Mr. Wm. E. Lockwood explains it by the counterbalance. This experience, unique as it may appear to some, is nevertheless a positive fact and is occasionally met with, but is a rare occurrence and has fallen under my observation only four times, one of which was a 19x22 Roger Mogul in freight service on the M., K. & T., engine 130, she was as smart as a whip and I have seen times, on a wet rail, when she would slip running down hill with throttle closed until she was reversed, or the sand level opened to make her take hold. Another case occurred here, but I never rode on the engine to see it, but have it on good authority. A 17x24 Blood engine—we have only two of them on this road—used to cut this peculiar caper and no one seemed able to account for it. This engine, like the 130, was as smart as lightning, and it was a common occurrence for a hostler to put her clear over the table and yet, for all of this great tendency to slip on the part of these engines, when they had their train rolling, the throttle could be pulled out and they would fairly fly with the train without any apparent slipping. Why is this?

I agree with Mr. Lockwood to a *certain extent* regarding this phenomenal condition. The counterbalance must have some effect but I think there still remains one or more unexplained factors, one of which I believe to be atmospheric pressure. "Vulcan" says in February *Magazine*, as I perceive to the advance copy, in answer to Mr. L.'s reply Mr. Lockwood's answer that it is owing to the imperfect counterbalance, does not answer the question why they should slip 20

ing down hill without steam, for certainly, according to Mr. Lockwood's theory, the wheel could only slip during a portion of its revolution, for during the other portion, the increased force (hammer-blow) would take such a hold as to make slipping an impossibility." It seems to me that "Vulcan" here failed to consider one point, namely, that the usual force of steam pressure on the piston with its downward pressure on back end of main rod, is absent when running shut off and that the weight of the rods as soon as they pass the back center assume a lifting, throwing force, having a tendency to *increase* the slipping if already commenced, instead of stopping it; still, I do not think this the entire solution of the proposition, else *all* engines would slip when running at high speed shut off.

Anybody who has ever observed the effect of a relief valve knows that the cylinder of an engine is, to a certain extent, converted into an air pump as soon as steam is shut off, then without the relief valve, as the piston rushes forward a partial vacuum is created in the cylinder behind the piston; when the piston comes back the same operation is performed in front. The pressure on complete vacuum would be 14.7 pounds, on partial vacuum a fractional part of that pressure, according to the extent of the partial vacuum; and here I believe we have a solution of another condition to assist the imperfect counterbalance in producing this almost incredible condition of affairs, as all know it requires much less steam to move some engines than others, and all agree that it is owing to the valve motion. I have taken some engines out of the house and over the table with ten pounds of steam pressure and the gauge correct too, when others would scarcely move themselves with forty, and as it is the smart valve which requires least pressure and the smart engine which slips without steam, it seems to me that the often recurring partial vacuum created in the cylinder by the piston's travel, produces *power* which "Vulcan" says it always requires to slip the wheels, so the throw of the counterbalance followed so soon by the throw of the rods might have a tendency to so far lighten the adhesion that this, so far unmentioned power would exert its influence to such an extent as to cause slipping, which, once commenced, would continue, as the power would not only be continued, but would be more rapidly produced by each succeeding revolution and could only be checked by producing adhesion or checking the power in some manner. I have one instance which causes me to think there is some weight to this, *if only the weight of air*, namely: In one instance, I was with a man on the 130, and when she started her caper he cursed her and opened the cylinder cocks, and strange as it may

appear, the slipping soon ceased, so to me it seems that "as thin as air" is not as thin as might appear at the first glance.

I noticed some months ago quite a discussion as to whether an engine could or could not draw smoke and cinders into the cylinder when running shut off. I will say it is not only possible but on numerous occasions cylinder heads have gone where the woodbine twineth from this identical condition.

"Boliver" says: "The boys had an argument as to the way a spring broke, going down or coming up," and submits it to the *Magazine* for a correct answer. As it ever takes pressure to rend articles of strength. I will say the spring is broken going down and will try to give my reasons for so stating. The boiler of an engine is placed in a frame on which the entire weight rests. We have then an equalizer fulcrum, or as it is frequently termed an equalizer stand, bolted securely to the frame, an equalizer attached to this, at either end of which is a spring hanger attached to a spring; the other end of a spring is attached in a like manner to the frame by another hanger and by this medium the weight of the engine is conveyed through the spring to the driving-box, the spring resting on the spring-saddle and the saddle, in turn, on the box. The springs so used, vary in size and strength according to the weight they are required to sustain, which is, when standing still, some thousands of pounds. Each spring in a four-wheeled connected engine sustaining one-fourth of the effective weight of the engine, as you run along over rough joints and bad track the concussion of the wheels striking the bad places creates a rebound which throws the weight of the boiler *up*, releasing a portion of the tension of the springs and then gravity asserts her sway and down comes the boiler full tilt adding force to weight thus increasing to a great degree the pressure on the spring.

If, in running over very bad track, just at the time of striking a low joint, gravity should lose her hold on the boiler, it might be thrown out in the country, kicked up like a football, or ascend like a balloon, *leaving the wheels* to battle with the low joints alone, but there would be no danger of breaking the springs as they would be lifted away from the saddles and could not have any pressure against them but the pressure of the atmosphere, 14.7 pounds to the square inch, and as they are built to resist thousands of pounds of normal pressure and ordinary concussion I am inclined to think that here the usual expression, "thin as air," will suit to perfection.

"Vulcan," in commenting on my December article says he is sure Mr. Hartman would prefer honest controversy to tamely accepting what he says as a fact without in-

vestigation. When I said those who were engaged in that controversy might wonder at their temerity I did not imply that it should be accepted without investigation but I did imply that when a man began as Mr. Hartman did, at the bottom, carried research and investigation to such a degree that his talent and knowledge secured him a position in a school of polytechnics, which he filled for several years so creditably that a company as world-renowned as the Westinghouse Air Brake Company should select him as the man qualified to take out their Instruction Car to make a circuit of the labyrinth of roads of this continent, to give instruction to the men in the various departments on these roads, his combining theory and practice must be developed to such a degree that his liability to error was reduced to the minimum and when he made a statement which did *not* accord with our ideas, it would be well to *make an immediate and thorough* investigation to see if we had for such a length of time been laboring under a false impression.

And now I will close hoping these few lines will, to a certain extent, perform the duties of an

Eccentric Strap.

GALVESTON, TEX.

Review of the Reviewers.

When I commenced my series of articles on horse power and steam, I did not expect them to be accepted by everyone without objections; for there is nothing new brought out, but that many are ready to condemn it until they are forced against their wills to believe and accept. And not wishing to monopolize too much space in your valuable *Magazine*, I could take no notice of any criticisms until now, and will try and be as brief as the exigencies of the case will admit. But what I have written being a novel way of looking at things, requires more argument and illustrations than topics that are more familiar.

Traction. In answering my question on this subject, "Vulcan" is not inclined to believe a loaded car would start on a gradient of 18 feet, and says, "Some cars might keep moving if once started." "Thurston," in discussing rolling friction, says, "It is stated that a railroad train is not safe against starting, —when in good order, on a good road under the action of gravity, unless the gradient is less than 18 to 20 feet to the mile ($= 0^{\circ} 13'$) and if once started would continue in motion on a gradient as low as 13 feet." Who is right? In answer to my first question, "Vulcan" says it has been found by experiments with Dinagraph cars run with express trains, that it takes 48 pounds pull to start a ton, and when in motion 12 pounds per ton will accelerate the speed to fifty miles per hour. Having never seen a Dinagraph car I don't know at what point the

force of pull is measured. If it is made at the link attaching the train to the tender, and shows a pull there of sixteen ounces to the pound, we will accept it as correct. But if the force is measured in the cylinder or against the wrist-pin, we will have to ask him to demonstrate the relation that a force in the cylinder or on the wrist-pin has to the tension on the link?

If the force is measured by the pressure or push of the steam against the piston, let us see what "Philadelphian's" 681.6 horse locomotive attached to a train can do?

First, what load will it start? Now the piston's area, 567 inches, use all the steam, 120 pounds, gives the force against the pistons of 68,040. If 48 pounds will start a ton, then this force ought to start 1417.5 tons, rigidly fastened, without slack or springs in the drawheads, which would be 56.7 cars of 25 tons each. A pretty big load to start without making use of the slack.

But let me ask, what position will you give your cranks when you let on the steam? Will you give one its full length 12 inches to push against, and the other one on dead center? Or will you divide them half way between a full crank and dead center, giving each a leverage of six inches?

Now one pound pull on a 12-inch lever is equivalent to a two-pound's pull on a six-inch lever, or one pound on each of the six-inch levers. Then the whole force is what you get from one cylinder applied to a 12-inch lever or crank. And the push remains the same at all points, except as changed by the pull being above or below the axle line.

Therefore, if we take the push of the driving rod against the crank in a vertical position, giving a 12-inch lever, we can only count the force of one cylinder, for at this point the other cylinder is dead, and can give no force at all. This is why one cylinder gives the full force of the locomotive, with full length crank. Then the starting force is only one-half of 68,040 pounds equals 34,020 pounds. Now, use two-thirds of this as your working force you have 22,680 to run your train at fifty miles per hour, with 1,800 tons, about 76 cars of 25 tons each. But this is about twice as much as "Vulcan" claims on a much slower speed. Therefore if he is consistent, must admit there is not the amount of steam used as claimed. And these are the "grounds the 'Doctor' hopes to prove they don't have it."

Again, let us say this is the locomotive pulling "Vulcan's" Dinagraph cars, 250 tons, twelve pounds force in the cylinder to the ton, 3,000 pounds of pull, this excited for one minute, through 1,240 feet space (piston speed) gives 3,720,000 foot-pounds of work, which is the work of 112.7 horses for the same length of time. Then the locomotive has *developed* 112.7 horse power, a little less than one-sixth what is claimed

for it. One-sixth of 80 pounds steam equals 13 $\frac{1}{3}$ pounds for steam pressure. *Is the Dinagraph right, and no mistake?*

Let us now go back to the first question, and examine "Vulcan's" philosophy. He says "12 pounds of force will pull a ton at the rate of 50 miles per hour, 61 pounds force for 5 minutes per hour, and probably 31 at 2 $\frac{1}{2}$ miles." Then how much at the rate of $\frac{1}{2}$ mile? In the same ratio of decrease, it would be about $\frac{1}{7}$ of a pound to pull a ton. Now from this train of reasoning and philosophy a logical conclusion would be, that it might start of itself, on a level track, or a puff of your breath would be sufficient.

No "Vulcan," your iron was not hot enough to give such sledge-hammer blows. You had better about face with your philosophy. If it takes 48 pounds to start a ton, it will only take a few pounds less to keep it moving 2 $\frac{1}{2}$ or 5 miles per hour, and when you get a speed of 50 miles possibly it may only take $\frac{1}{2}$, or less, the starting point. Therefore you had better not follow that Jack O'Lantern of a Dinagraph, it makes bad philosophy. Can you see now why I did not want to go so fast? By going slow I thought somebody would put their foot in it. If it takes 48 pounds to start one ton, it must take only a little less when moving $\frac{1}{2}$ miles per hour, the ports would be opened only 124 times, plenty of time to have the cylinder well filled with steam. But when going 50 miles per hour, the ports are opened 1,240 per minute, about 21 times per second, and if the ports are opened half the time, then are they open $\frac{1}{2}$ of a second. How much steam can you flash into the cylinder in that length of time? Consequently your steam must grow "smaller by degrees and beautifully less" as the speed increases. If not you again spoil your philosophy. "It ever takes an equal force to perform a certain amount of work."

Did "Vulcan" ever turn a grind-stone while some one was grinding a dull axe? If so, and the stone was small and light it was a hard pull all the time, but if the stone was large and turning rapidly you scarcely feel the weight of the grinding. Or let him take a 30-inch wheel weighing 150 pounds mounted on friction rollers and a crank attachment. Then let him set this in motion at 50 miles per hour, or as fast as he can. Then please tell us if you are turning the wheel 12 pounds to the ton or the wheel turning you?

Horse-Power. Why 33,000 pounds as the measure of a horse-power is misleading, is, because there is no more "horse sense" in taking a minute's work for the unit of measure, than in taking an hour's work, or a day's work. But if we take the ordinary gait of travel for horses in pulling a load, and use the tension of pull on his traces as

the unit of his power, it smacks of "horse sense." "Uncle Silas" would laugh at an M. D. to hear him say he had a patient suffering with "cold plague." Yet half a century has "scarcely around the corner turned its tail" since such terms were used, and if "Uncle Silas" is not a very old man he may live to see Watt's definition of horse-power changed for one having more "horse-sense." To illustrate: We will say the horse makes 100 steps going 220 feet. Then he will have to make 100 efforts, each continued for $\frac{1}{2}$ of a second to do 33,000 foot pounds of work, consequently the 33,000 foot pounds is more than the united efforts of 100 horses.

But if Watt's definition for horse-power is good "horse sense," then we have a horse, yes several of them, here in Argenta that can jump 200 yards, and with the same philosophy, I can find several "firemen" here that can raise 10,000 pounds of coal.

And sound "horse sense" applied to engines and locomotives is this—when the locomotive is running fifty miles per hour the ports opened 1240 times per minute; therefore, it makes 1240 efforts to do one minute's work. Then, please tell us where is the "horse sense" in taking these 1240 efforts and calling it one? Why not estimate what the force of the steam is for one time going into the cylinder, and that will show you how much push your steam has.

Steam.—If "Vulcan" has followed me in my articles, he has learned why my "suppose" is that they don't have in the cylinder as much steam as is claimed; and it is simply because there is a physical impossibility to get it there, diagrams of dynamometers to the contrary notwithstanding. But oh! how hard it is to give up old habits and beliefs. You cannot very well take your locomotives out of the old ruts, or tracks, on which they run; but you can get your thoughts out of the old ruts and let them roam free to gather in truth whenever you can find it.

"Vulcan" dismisses me rather playfully in the December number of the *Magazine*, but takes me up rather seriously in the January number, and "cants" largely on "supposes" because I used the word four or five times before facts, instead of stating them directly as facts. I estimated $\frac{1}{10}$ of boiler capacity for steam space in the boiler, and gave 15 minutes for the time required to fill that space with steam; and "Vulcan" has not shown that it can be filled in any less time, nor has he claimed any more space. I said any fireman might try if he could make it in any less time by noting how long it would take him to raise the steam 10 or 20 pounds when standing still. If he could raise his steam 10 pound in one minute, then he could make 150 pounds in 15 minutes. "Vulcan" answers, Yankee fashion, by asking, "Is this a test?" and

turns the question over to the intelligent firemen. Since he sets himself up as a critic and teacher of firemen, why does he not answer the question himself? He says I started out with a wrong "suppose," "by supposing 14,658 cubic inches of steam in 15 minutes as the steam producing capacity of the boiler", and as my proposition came at him wrong end foremost he wants it turned around before he can make any reply; then admits it would take 251,328 cubic inches of steam for every minute's work, and 3,769,920 for fifteen minutes' work. To get this you would have to fill that steam space 14,658 cubic inches—more than 257 times every 15 minutes, 19 times every minute. This is so preposterous that I will not "suppose" it can or cannot be done, but will emphatically say it never has been done.

Then to illustrate his idea, says: "Let us come to something real; take a locomotive 18x24 cylinder, cut off at 9 inches, piston area 254½ inches nearly, to be followed 9 inches, would take 2,290 inches of steam for each end of cylinder—9,160 for every revolution of the wheels, and calculates 112 revolutions per minute at 20 miles per hour, requiring 1,025,920 cubic inches of steam per minute, which in turn would take 5,726 cubic inches of water." Then takes his boiler 22 feet long (this about 7 feet longer than the boilers used here, even on 10 wheelers) so I think he has got beyond the *real* in length of boiler as well as width, 43 inches at top water line. But let him have it 22 feet long, and we will say 4 feet diameter—"Vulcan" gave no diameter—then the steam space is 47,772 cubic inches, and it takes 9,160 cubic inches for every revolution. Then your supply on hands will last about 5.2 turns of the wheels and it is all gone. Now to supply this demand, and "Vulcan" says you must have it, then beginning at his end of the "suppose" and what is "real" the steam producing capacity of his 22 feet boiler must produce all it will hold at 150 pound pressure every three seconds. Now, "intelligent firemen," don't you think you are "stuck for steam, and no substitute for it?" if you have to furnish what "Vulcan" demands, and the engineer can blow it away in three seconds. Also "Vulcan" further says: "No fireman or engineer will doubt." (Doubt what?) that he can make 5,731 cubic inches of water into 1,025,920 cubic inches of steam at 140 pounds pressure, 179 inches of steam to 1 of water every minute? No, he only says they will lose that much water in a minute's run. This last sentence lets him out of this dilemma. He started bravely in the big end of the horn with his water and steam, but finds it impossible to get out through the little end, so he calls the firemen and engineers for help, lets go all holds and drops back. Because 5,731 cubic inches of

water is lost, used, pumped into the boiler, is no evidence that it is made into steam 179 to 1. And the best evidence of the amount of steam made and used is what you can get cooped up in the boiler, and you have no control of any outside of that small space, and all firemen and engineers know that it takes several minutes to get that small amount corraled. And no intelligent fireman or engineer will claim that there is any other place to keep a supply of steam except in the dome and boiler above the water line. And after he has worked 15 to 30 minutes to get that space filled with steam at 140 pounds, and that in the next minute he can make 20 times as much, and it all goes into this same space and he still has only 140 pounds pressure. Who believes it?

So here is the dilemma with its two horns on the steam question. "Vulcan" and other "Philosophers" take the horn you must have enough steam to fill the cylinder to the cut-off at boiler pressure, but don't explain how it can be made, nor do they prepare a receptacle to hold the 100th part of what they must have to do the work. I take the other horn, and let every day's experience show how much steam can be made; don't ask for more than the steam space in the boiler will hold using, so that it will last until another supply can be made, and this is sufficient to do the work and keep the machinery of the world moving. Firemen and engineers, which horn will you take?

"Vulcan" thinks I am decrying the power of steam, when the reverse is the case. In all my papers I have not denied that steam was the living force of steam engines; nor have I said they did not do mighty work, but to do this I only require a thimble full of steam where "Vulcan" wants a bucket full. My demand is reasonable and can be supplied, also conforms to every day experience, and have storeroom sufficient to hold a supply that will last until as much more can be made. His demand is unreasonable, and cannot be supplied. It is impossible to make the amount and the supply on hand would be exhausted so quickly that you could not even start your load until you are out of steam. And because the chemist in his laboratory can make 179 cubic inches of steam from 1 inch of water is no proof that it is made in steam boilers in every day practice. In the next I will quote some authors on the subject which will prove even more than have been claiming. And that "Vulcan" shows the white feather at the dome—proof to establish that even the small quantity of steam that the boiler contains more than sufficient to supply the demand.

I am much obliged to "Vulcan" for his criticisms, for they are a great help to bring my views more plainly before the public. Hope he will continue.

ARGENTA, ARK.

L. A. Wilson.

Review of February Magazine.

In spite of the prevalence of "la grippe" the February *Magazine* is on hand, showing that our Editor is "ever bound to be on time," even if some of his co-laborers "fail to make their connection" with their communications, as is evinced by the February Mechanical Department, for it contains very few letters this time. Presumably some of our boys are "bucking snow," "making overtime" or fighting with "la grippe," in either of which experience they have my sincere sympathy, as I have been there myself and am just getting the better of "la grippe," which I think is far worse than any blizzard.

It is with a good deal of pleasure we note that the drawing lessons started in the *Locomotive Engineer* lately are meeting with a warm welcome from many of our friends, who are eagerly availing themselves of this ready means of acquiring an art which will no doubt prove of benefit to them in the future.

"Boliver" asks whether a spring broke "going down or coming up," which is rather a hard question to answer, for it is doubtful whether any one had their eye on a spring at the critical moment, but reasoning from comparison I should be inclined to think that locomotive springs broke when being depressed. A wagon or carriage spring will most frequently be broken by the rebound up after being greatly forced down, and the lighter the load the greater the danger of breaking in the rebound, for such a spring will rebound above the natural set of the spring, and as they are not calculated to resist pulling apart the upper leaf or plate is liable to be broken. A locomotive spring, however, is never relieved of enough weight to make it rebound, and I should judge is broken by a sudden deflection below its limit of elasticity.

"Dr. Wilson" has given us another installment on this subject and concludes that he has demonstrated that horse power should be calculated by assuming a constant pull of 150 pounds at 220 feet per minute, which really amounts to Watts' 33,000 foot pounds, and really is nothing new nor any better, because while the "Doctor's" rule would have to be changed for every variation in speed, Watts' rule furnishes a constant factor. As I have before shown, the "Doctor" does not act fair toward steam, for while he admits a constant pressure on the piston of over 34,000 pounds he says this is only a little over one horse power. Then again, while he wishes the horses to be credited with every foot that they move

the train, he says the piston speed is all that steam should be credited with. A piston may move but four feet, yet still by the revolution of the driver the train may be pulled four times as far. This is so unfair as to need no further comments.

The idea that the "Doctor" claims to have demonstrated that the amount of steam claimed is never used; that it is not possible to make it; that there would not be store-rooms for it; that the steam could not be delivered to the cylinders, and that if delivered it would take nearly the whole force of the new steam to expel the exhaust on the other side do not require any arguments to refute, for the amount of steam and its mean effective pressure, after deducting back pressure, has been determined as frequently and with as great an accuracy as our own weights have been noted on the scales, and no amount of argument could convince a strong, healthy man that the scales have made a mistake, and that instead of 150 pounds he only weighs about two pounds, as the "Doctor" would have us believe is the case with steam. The indicator shows that a part of the expansive force of the steam does do work, and the best thing the "Doctor" can do will be to procure an indicator and learn how to use it, and it would soon furnish the "Doctor" "with facts which cannot be controverted."

In order to try to make a strong case the "Doctor" makes the astonishing statement that a train pulled at 20 miles takes only $\frac{1}{4}$ as much power as it would if pulled at 24 miles per hour, whereas any well-informed mechanic will at once inform you that the "boot is on the other foot" and that it takes more power in exact ratio as the speed is increased.

The "Doctor" lays a great deal of stress on the help given by momentum in pulling a train and treats it as if it were a force not furnished by the locomotive. I have never considered momentum as an outside force but as emanating from the locomotive. For instance, I am running a heavy train at 15 miles per hour and am approaching a heavy grade. I give her a little more steam so as to increase the speed of the train and thus obtain more momentum to surmount the grade, but it is obtained from the locomotive by the use of steam.

While we cannot help admiring the courage with which the "Doctor" has attacked "almost all laws of mechanical philosophy," we fail to find that he has seriously wounded any of them, for his arguments were generally founded on wrong premises, and having a bad foundation no good superstructure could be evolved.

Vulcan.

The Fusee Signal.

In a recent issue information was called for in regard to the "Fusee," and as if in answer to it our valued exchange, the *Railroad Gazette*, has an illustrated article giving a full description of the "Fusee" and its merits as a safety appliance. The article and editorial comments on the use of the "Fusee," which we copy below, seem to indicate, that by a proper use of "Fusees," a road might have almost as great a security against accidents from rear end collisions as can be obtained by the block systems, and the "Fusee" is certainly far in advance of the torpedo, which will snap its note of warning even when the cause has been removed hours ago, and which, from their frequent and unnecessary alarms, have practically become useless. We recommend a careful perusal of the article to our readers who are certainly interested in anything leading to great safety in railroad traffic:

The fusees of which an illustration is shown herewith, are now used by a number of roads, some of which are named below. This fusee was given a test on the Cincinnati, Hamilton & Dayton, on the night of October 28, in the presence of a number of officers of the road. The five-minute torch was timed and found to show a red flame for 6½ minutes. The manufacturers calculate to have each torch burn a little longer than the time guaranteed, and the 10-minute torches burn nearly 12 minutes. A test was made to determine the effect of rain upon the light. Water was poured upon the burning torch from a sprinkling can, and the fire was finally put out, but the officer making the test says that it was not a fair one, as the quantity and force of the water was greater than that of any rain. A lighted torch was viewed from a distance of one-half mile, at which distance the red color was perfect, and the apparent size of the light about that of a headlight. The light is so thoroughly diffused that as a signal its conspicuousness does not diminish in proportion to its distance from the observer. The next test was to try to extinguish the light by fanning it with a hat and with a coat, but this apparently had no effect upon it. Finally, a fusee was thrown from a moving train and found to burn as well as those handled more carefully.

Among roads from which orders have recently been received by the manufacturers for this device are the Norfolk & Western, Chesapeake & Ohio and Southern Pacific; also the Cheshire, Concord, Chicago, Rock Island & Pacific, Chicago, Milwaukee & St. Paul, Michigan Central, Cleveland, Cincinnati, Chicago & St. Louis, Cincinnati, Hamilton & Dayton, New York Central & Hudson River, New York, Lake Erie & Western.

"Fusee signals are not much used on roads of the United States, generally. In making this statement in an article printed in our issue of November 15 the word *torpedoes* was, by a slip of the tongue or of the type-writer, used instead of *fusees*. The use of torpedoes is so common that the error did not, we trust, deceive the careful reader. But our statement is further criticised as to its substance. It appears that fusees are in use on some roads which we had not in mind at the time of writing, and that a number of them are in the Northern States, as will appear from a statement in another column of this issue. We believe it still to be true, however, that the use of this signal is properly to be regarded as exceptional. Many of the roads which now have fusees have introduced them very lately, and we do not learn that the signals have been placed in the hands of brakemen for common use. They cost twenty or thirty cents apiece, and most superintendents are chary about authorizing such expenditures by brakemen except under pretty definite restrictions."

"But whatever the facts about the actual use of the fusee, it is true that this kind of signal is calculated to 'fill a long felt want.' *Where the block system is not used* : and another correspondent criticises our position as unfair by reason of its scant recognition of the merits of a signal which can be given while the train is in motion. On this point it is true that we spoke more at length from the standpoint of the superintendent, considering the matter in its practical aspects, rather than with reference to any theoretical advantage. We said that practical managers desire a signal which can be used under rules applicable at all times and in all places, while not denying that in the hands of an alert brakeman a good fusee is a desirable safeguard. We were speaking more especially with reference to a uniform rule and of practical methods of enforcing it, and, therefore, laid stress on the importance of having no rule which cannot be enforced. It certainly is questionable to employ a fusee or any other signal which cannot be used according to rule, and the difficulty of formulating a good rule on the point under consideration still remains to be met. It is all very well to provide fusees on private cars and palatial "Limiteds," but railroads need some means of preventing collisions under ordinary, every-day circumstances. The front ends of passenger trains as well as the rear ends frequently get entangled with freight trains, and fusees are no help then unless supplied to all trains. Supplying them to, say, 10 trains, and in sufficient quantity, involves an expense of sufficient magnitude to at once raise the question whether the same money would not be better spent in block signaling. And after freely acknowledging all the merits claimed for the fusee, the contingencies of careless brakemen and of engineers who fail to keep a good lookout still remain, and we therefore still maintain that all devices means for preserving a time interval must be regarded as makeshifts and compromises to be used only when one finds himself utterly unable to get a space-interval system. If our correspondent will again read the article of November 15, he will find additional support for this statement."

MR. EDITOR:—In the December issue "Fireman" gives the weight of his engine, the size of the cylinders, the steam pressure in the boiler and the diameter of driving wheels; he states that the locomotive in question has pulled thirty-nine twenty-ton cars up a sixty-foot grade at the rate of fifteen miles per hour, but he omits to state the speed at which they were running when they struck the grade. By the tractive force of a locomotive we mean the load it can start, not what it can pull, when moving at the rate of thirty miles per hour. Striking a sixty-foot grade at the above speed the momentum of the train would force it a considerable distance up the hill without the locomotive exerting any tractive force whatever. Forney says that the tractive force of a locomotive is the force with which it is urged in a horizontal direction by the pressure of the steam in the cylinders, not by the pressure of the steam in the boiler. "Fireman" gives the boiler pressure but omits to give the average pressure in the cylinders, without which it is impossible to calculate the tractive force of a locomotive. If the train had stopped at the foot of the grade, I think that it would require all the tractive force of "Fireman's" locomotive to pull it up.

Fred Taylor.

OTTUMWA, IOWA.

MR. EDITOR:—In the January *Magazine*, page 24, A. T. Conkling asks some questions. A boiler with 60 pounds steam gauge pressure has 60 pounds above the atmospheric pressure, or 74.6936 pounds per \square'' . The steam gauge shows *apparent* pressure. The pressure that actually exists is *absolute*, or *apparent*, plus the atmospheric pressure of 2116.3 pounds per square foot, usually called 15 pounds, or 14.7 pounds; the exact difference cannot be measured with a two-foot rule, but it is there.

His question about safety valve is not plain in its meaning. The safety valve should be loaded to 60 pounds, because the atmosphere is on top of the "lift" as well as in the boiler, and if the boiler pressure was 61, then $61 \times 14.6936 = 75.6936$ and the 60 pounds and atmosphere together make only 74.6936, and she would "ciss" or get ready to blow. Measure the surface exposed to the steam in diameter and then get the area in square inches. The calculations are all made from the area of the surface exposed. If the face of the valve is flat or stepped or circular in section it can only have the area of its diameter. "Smart Alecks" and newspaper editors sometimes spring such squibs on "the boys" to bother them, and sometimes they don't know any better. If the face of the safety valve is made like Fig. A it has only the same square inches as though made like Fig. B.

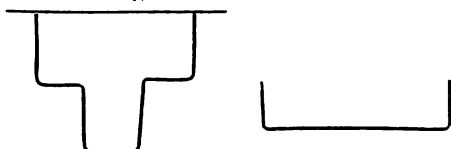


Fig. A

Fig. B.

Caliper the throat from the boiler to the seat of the safety valve, get at its diameter, then square the diameter and multiply it by .7854, and the result is the square inches—thusly: Diameter is 2 inches, then $2 \times 2 = 4$ and $4 \times .7854, 3.1416 \square$ inches. If you wish to get at the weight and length of lever and all that, look in some of the books that have it all down—"Twenty Years with the Indicator" or "Hassel's Pocket Book." If this isn't what you want, and Brother Debs is willing, you must come again. Ask for it and you will get it square out from the shoulder.

If a pump has a $1\frac{1}{2}''$ piston + 20-inch stroke, how many gallons a minute will it throw at 60 strokes a minute?

Rule: The area of the piston \times by the travel $\div 231$ gives gallons per stroke. See how easy it is? *Reason why:* The area of the piston gives \square inches, and when you multiply the area by distance, then each inch of travel gives you cubic inches, and 231 cubic inches gives you a gallon United

States standard. A piston $1\frac{1}{2}$ inches in diameter has 1.7671 inches of area, 20-inch stroke = 35.3420 cubic inches, or 70.6840 cubic inches for one revolution, and as A. T. C. says strokes, I presume he means 30 ups and 30 downs, or 60 strokes or 30 revolutions, then $70.6840 \times 60 = 4241.0400$ cubic inches, or $4241.04 \text{ cubic inches} : 231 = 18:359$ gallons.

His next question is a stumper—"What constitutes a H. P. in a boiler?" Men have argued, quarreled, fought lawsuits and done innumerable foolish things over their *ideas* on this question. There is no recognized unit of what constitutes a H. P. in a boiler. People call it 10 feet, 12 feet, 15 feet, or some other amount of heating surface, and some people count the top and bottom of a tube as heating surface; and a society of so-called engineers undertook to say that a boiler should evaporate 30 pounds of water per hour from and at 70 pounds of steam per horse power, and when the engines in the country use 50 or 60 pounds of water per H. P. (quite too many of them), the 30 pounds would only do on the best engines and not on the "old pelters" that carry steam from footboard to pilot and exhaust next week. The H. P. of a boiler is as much an unsettled question as the certainty of Annanias Cobra Corbin ever doing the fair thing by the boys.

"How many square inches to the horse power of a cylinder?"

That depends upon the pressure on the piston and the speed at which the piston travels. There can be no rule for that. If a locomotive ran 368 revolutions per minute with a steam pressure of 80 pounds, the number of inches would be very much less for a H. P. than at 210 revolutions and 120 pounds of steam. The January number, page 23, tells what a H. P. is.

The questions referred to are such as the student in search of information is continually stumbling over. Reliable and authentic data is not always given, and in many cases the men who write for such men as firemen or engineers are people with no experience practically—never ran an engine an inch—couldn't fire a "Long Tom" or a class "O" for one trip without making the engineer commit murder—but when questions are asked they can play the "mouth organ" at the rate of 92 miles an hour, stops all in.

One of these newspaper editor fools lately opened up on the front page of a paper published in New York the reason why indicators should only be made *one-handed*, not right and left. Why men don't get information is a conundrum to an "old rooter" who has been at it for these many years and just now "larnin' suthin'."

Boys, I ain't a minister, but if I was to preach to the firemen it would be thusly:

Don't strike, don't drink, don't chew and spit and smoke and make hogs of yourselves. Don't eternally be kicking and growling. Don't think you can't "get thar." But if you want to know my honest opinion of firemen and why they don't "get thar" faster see next month's *Magazine*.

Uncle Silas.

PHILADELPHIA, December 29, 1889.

MR. EDITOR:—In looking over the *Magazine* I see a notice of a book entitled "Twenty Years with the Indicator," by Thomas Pray, Jr.

It gives me great pleasure to see that you have given your opinion of the merits of the book, for it contains all that is beneficial to a man who is desirous of learning the most economical way of using steam, and I advise the members of the Brotherhood of Locomotive Firemen who are ambitious to increase their knowledge of the use of steam, the action of steam in the cylinder and the action of the valves, whether it be in a locomotive, marine or stationary engine, to procure one of the books. From it they will learn how to use the indicator, to read the cards taken by the indicator, and how to make the calculations which are shown in a simple and practical way. I know by personal experience that the *Firemen's Magazine* lays on the table of the author of "Twenty Years with the Indicator," which speaks well for the *Magazine*.

Firemen, let us increase our knowledge and keep up with the times and improvements, so that we will be ready when called upon to take hold.

Fairmount.

EAST SAGINAW, MICH., Dec. 26, 1889.

MR. EDITOR:—The December *Magazine* is at hand and full of good things as it always is, and looking through it I was struck by L. A. Wilson's question: "How much steam is used in a 10x16 engine."

I do not intend to try and show much steam is used, but I do not agree with all Mr. Wilson says, and if I am not right, here is a good place to find out.

He says the boys can find out how long it takes to get up a pressure of 150 lbs. by watching how long it takes the steam to run up from 140 to 150 lbs. Now let us look at steam, and how it acts. Steam confined, and heat applied will expand until the boiler is full and if there is no outlet, and we still continue to apply heat, the effect will be an increase of pressure, but I know of no rule by which to find how much heat it will take to raise the pressure 10 lbs. He places the cut-off at half stroke with 200 revolutions per minute, then supposes while the port is open during the half stroke, the cylinder is filled to that

point (half full) with steam at the same pressure as in the boiler. I differ from the writer on this point. The pressure is 140 pounds on the boiler and is kept at that pressure by the continued application of heat. Now, from the time the steam enters the steam-pipe until it is forced into the exhaust cavity of the valve, it is continually losing heat; and another loss of power to steam is the friction it has to overcome in its travel through the steam-pipe; and also to find the amount of steam taken into the cylinder, he must find the average port opening and the average resistance given by the steam in the cylinder, for when the port begins to open, and the cylinder is empty the steam will rush in, but how is it when the port begins to close? By his figures, we find one side uses 251,328 cubic inches of steam in a minute, and that is more than the boiler will make. Let us see if that is so. One cubic inch of water raised to a steam pressure of 140 lbs., will fill a space of 218 cubic inches. Now, if we divide 251,328 by 218 we have the amount of water used in one minute $251,328 \div 218 = 1,152$ and a fraction over a half. We will multiply $1,152\frac{1}{2}$ by 60 = 69,150, the amount used in one hour. Rule for finding how many gallons cubic inches multiplied .004329 = U. S. gallons 69,150 the amount used in one hour, multiplied .004329 = 299; 350.-350, the amount of water used by one side 299.35 multiplied by 2 = 598.70, the amount of water used by both sides. I think his boiler would evaporate that much water; 200 revolutions a minute makes quite a draft.

Fred. J. Hill

HUDSON, O., January, 24, 1890.

MR. EDITOR:—On page 14 of the January *Magazine* Wm. Lockwood had quite an article (thanks to him) in regard to the "slipping of locomotive drivers" without the use of steam. I asked the question in the October *Magazine*, and had come to the conclusion that no one intended to answer it. "Vulcan" says he don't see how this can be, as it always takes power to overcome the adhesion. "Vulcan" would think different if he saw the wheels making fifty miles per hour and the train hardly thirty—sometimes slipping so badly that, to insure safety to ourselves, and not caring to be on the seat in case a rod should be let loose, we rest ourselves standing up. What does "Vulcan" think of Mr. Lockwood's views on the subject? He suggests I may have an overcounter-balanced engine, over-cylindered by excessively large cylinders or very high pressure—either one, or all in combination. I would ask Mr. Lockwood: if an engine is over counter-balanced, would she not show it? Would there not be a jerk every time she passed her centers that could be noticed by the man in charge?

But there is none in this case. Her cylinders are 16x24 and 5-foot wheel. It cannot be in the cylinders being excessively large, and I cannot see what high pressure has to do with it. I may show my ignorance, but that is the only way for a fireman to learn; and if there are readers of this who have had a similar experience with their engines, let them air their views in the *Magazine*, for what they know may be news to others. A few months ago, while in Meadville, Pa., I met a Brother belonging to 207 who claimed he fired an engine on the N. Y., P. & O. R. R. that did the same thing. This Brother is running now. Let us hear from him on the subject; and I hope "Vulcan" sees where he was wrong, and that locomotive drivers have been known to slip with power entirely shut off. Fraternally,

W. L.

Further Answering A. H. Tucker's Question.

MR. EDITOR:—In the December *Magazine*, 1889, page 1079, Mr. Tucker asks: "Is it an answer to A. H. Tucker's question?" referring to my article in the October *Magazine*, pages 884 to 886. My reference to the "earth's movement" in that article will at this time possess a new interest because of the return by the west of Miss "Nellie Bly" from around the world—going east—in seventy-two days, six hours and eleven minutes, and the coming from the east—having gone by the west—of Miss Bissland. In the article to which Mr. Tucker refers I find I quoted both his and Eccentric's questions, and tried to answer them. That I have done so then, and think so now, I have used the identical words I used then in this article, with a little fuller explanation.

As "Vulcan," in the January number, counts himself out in this discussion, it remains for Mr. Tucker and myself "to fight it out on these (wave) lines if it takes all summer."

Mr. Tucker says: "I am not trying to dispute the perfect balance of the Shaw engine (Brother Tucker calls it a locomotive). I wish Mr. Tucker would dispute this proposition, because he does so by implication in the following sentence: 'What I contend for is, that one weight moving at 75 miles per hour and a duplicate weight moving at 25 miles per hour, cannot balance.' Mr. Tucker will admit that steam is effective to move the driving wheels of a locomotive, and that, by its inherent property of expansion—take, say, the present effort of using steam by compounding—the last example is that 150 pounds pressure in a 12 inch cylinder, 24 inch stroke, is the equivalent of 20 inch cylinder, 24 inch stroke; i.e., the second expansion acting on a large-

er area of surface is the equivalent of the first expansion by reduced pressure. This true, we have established a maximum and minimum, or degree, of expansion. I shall now ask Mr. Tucker to apply this principle to the following illustration of the October article:

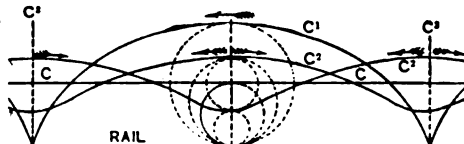


Figure 6.

The steam chest, being filled with steam, supplies the same by a single valve to the opposite ends of a pair of twin cylinders—the movement through a double cross-head, double piston-head, piston, connecting and parallel rods. Moving in opposite directions to each other, by a maximum and minimum of steam expansion, is indicated in Fig. 6, in one revolution of the driver, from vertical line C^1 to C^2 . C is the center line. When these lines, C^1 and C^2 , are at their upper limit they are moving at 75 miles per hour, at their lowest limit 25 miles per hour. The degree of steam expansion varies and adapts itself to this changed condition alternately in each cylinder, and in each revolution of the driver these lines, in practice, show this to be a fact, and I cannot see how it can be questioned. If Mr. Tucker can, and prove his proposition, we will all be that much wiser.

One other statement of Mr. Tucker is such a self-evident error that it must be a printer's mistake: "Mr. Lockwood has made it appear still more impossible for them to balance by declaring that the cross-head connected to the top pin is moving, while the one connected to the lower pin is standing still."

The points at rest for "an imperceptible" instant of time, of these moving bodies, are, the point of the driver in contact with the rail, when the two crank-pins of the Shaw are at forward and backward centers and in-line with the center line, then each piston head is at the limit of its strike in either the forward or backward head of each cylinder, and about reversing their movements as indicated by the directions of the arms on lines C^1 & C^2 , Fig. 6.

Again I repeat the summing up of my October article in its last six lines. "When both piston-heads are at the limit of their stroke, as in Figs. B and C forward and back centers, then all differences have been compensated for, because both piston-heads must, and do, reach the end of each cylinder the same time."

I have delayed my answer to Mr. Tucker, awaiting his request that some of the other

writers for this department say if I has (have) given a fair answer to my (Mr. Tucker) question. Please Mr. Tucker have no fears or concern as to its effects upon me of what you are pleased to call "compromising your (my) dignity" "as an expounder of" "correct mechanical principles." One of my very best friends, high in railroad circles and railroad mechanics, said to me in my early work in this connection, "I have no concern about you on a defeat, but my — what would you do with a victory." Only last week he said again, you are right, now press on over a short road to victory. When that time comes, as it surely will, if I live, then will my best sources of knowledge have come from the practical men in locomotive mechanics, locomotives engineers and firemen, and last but by no means least, the friendly difference of opinion in the Mechanical Department of the *Locomotive Firemen's Magazine*. I wish to say in closing this article, I have endeavored heretofore to fairly answer all questions put to me in connection with the locomotive, which I have even made a pretence of understanding, if any have remained unanswered it has not been intentional on my part that this has occurred, and if any one will recall a single unanswered question, or an unfilled promise, answer or explanation, I will gladly answer further or point out where the intended answer may be found.

William E. Lockwood.

LOCH ERIE, JANUARY 27, 1890.

The Fusee.

MR. EDITOR: I have just been reading the article in the January *Magazine* in regard to the fusee, and I see you would like a little information about them. They are used here on the Fitchburg, and I don't think that the brakemen would like to part with them, as they save a good many steps. They have the Standard and hand fusees. The first is a pasteboard tube about 18 inches long by 1 inch in diameter, which is filled with a chemical preparation that looks like sawdust, which burns a beautiful red light. This fusee has a brad on one end which (when thrown off from the rear end of the train) will stick up in a tie or the ground, and burns ten minutes. The hand fusee is not so long as the Standard, and does not have the brad, and burns but five minutes. The fusee is lighted by rubbing a cap (that is on all of them) and the end of the fusee together, which ignites a small ball of acid, which in turn ignites the fusee proper. They can be lit in all kinds of weather. On this road, when a train is not making its running time, or the brakeman thinks another train is getting too close, he drops off a Standard fusee, which tells an engineer on a following train that a train

has passed that point within ten minutes, and to run slow, so that he can stop on short notice, until he is sure the track is clear. When a flagman goes back he takes with him a Standard and a hand fusee. If his red light should happen to go out, he can use the hand fusee to stop a train, lighting it when a train comes in sight. If he is called in he leaves the Standard to protect him until he can get back to his train, and the train is started. I hope you can judge something by this poor description, of what a fusee is. I am a poor descriptive writer, but I have been as plain as I can. Yours fraternally,

W. H. Bigelow.

CHARLESTON, MASS.

Problem of the Moving Wheel.

INSTANTANEOUS PHOTOGRAPHY SOLVES IT TO THE SATISFACTION OF SOME PEOPLE.

Every now and then, says the *New York Sun*, somebody will write to a newspaper this question: "Does the top of a buggy wheel in motion travel faster than the bottom?" Sometimes the correspondence editor says no, and sometimes yes. When he says yes he is right. Sometimes he tries to explain why he is right, but unless the reader is of a mathematical turn of mind he can't grasp the situation. Here is proof positive that the top of a buggy or bicycle wheel does go faster than the bottom:



The above picture was traced from an "instantaneous" photograph of a bicycle in motion. The photographic dry plate was exposed about the fiftieth part of a second. That was quick enough to catch a good picture of the bicycle and its rider, in all but one particular. The upper spokes of the wheels were not taken. They were moving so rapidly that the speed of the shutter was not sufficient to permit the lens to throw the outlines on their negative. The lower spokes were plainly photographed because their motion was not so rapid. *Philadelphia Record*.

MR. EDITOR: In the *Scientific American*, February 1, 1890, in answer to a statement concerning a photograph of a moving bicycle, I note the following:

"[Photos like the above are often seen. The reason why the spokes in the lower portion are distinct while the upper spokes are blurred is because the lower portion of the wheel moves slower than the upper portion. In all wheeled vehicles running along on the ground, the upper parts of the wheels have a much higher velocity than the lower parts of the wheels. Ed. *Scientific American*.]"

Please correct the Editor of the *Scientific American* on this point. Tell him that "Eccentric Strap" has proved that such a wheel would fly to pieces; and that "Vulcan" and A. H. Tucker have proved, concerning the diameters, or spokes of a rolling wheel, that the point of rest, or fulcrum, is in the middle of the lever, at the center of the wheel, and therefore points equally distant above and below must move with equal velocities. For the Editor of the *Scientific American* to assert that "the lower portion of the wheel moves slower than the upper portion" would seem to imply that the point at rest was at the bottom, and that the fulcrum was on the rail, and that would be to endorse the view of

Amboy Division.

MR. EDITOR: In the January *Magazine*, 1890, page 14, in making mention of "Art Work in Iron," I failed to describe the process or mention the prices of the wheels.

Prices of the Locomotive Paper Weight Wheels.—Messrs. Burnham & Neilson, of the Standard Steel works, 220 South Fourth street, Philadelphia, Pa., will send to any address of locomotive engineers or firemen, United States postage paid, one wheel, upon the receipt of a postal money order for eighty cents (80c). I know this to be *net* cost to them. If, following my suggestion, they are wanted for machinery or lodge purposes, they should specify *coated* or *uncoated*.

The Rustless Iron Process.—It has now been demonstrated, says the *Pittsburgh Dispatch*, that the process of making rustless iron can be extended to any article constructed of that metal. The method is very peculiar. After the article is made it is put into a furnace about three and a half feet high, fifteen feet long and eight feet broad. The furnace is made in an oval shape, air tight. When the iron has been in the furnace for ten hours, and has attained almost a white heat, the air that comes through regenerators and air valves is shut securely off, and the furnace is made air tight. After the air has been shut off, the super-heater, which is located in the combustion chamber at the rear of the furnace, is filled with steam, and

kept in this condition for eight hours. At short intervals a small valve is opened, so as to allow an exodus of steam from the furnace, allowing fresh steam to be put into the furnace. When the articles have been ten hours in the furnace then has been accomplished the formation of magnetic oxide upon the iron surface. They are then put into an acid well, which is the last treatment. *William E. Lockwood.*

LOCH. ERIE, December 14, 1889.

Expired Railway Patents.

The following list of railway patents, furnished by B. F. Brock, Patent Attorney, Washington, D. C., expired during the month of February, 1890, and are now free to be used by anyone, viz:

Lock for freight car doors, W. S. Brewster.
Car truck, W. Youmans.
Railway tank feeder, A. Grochan.
Freight car, B. P. Lamason.
Safety car truck, B. P. Lamason.
Railroad gate, J. Beamislarier.
Railway dust preventer, J. Welby.
Railroad crossing, G. Elliott.
Rail joint, W. B. Clark.
Track lifter, A. H. Arnot.
Safety hatch for cars, R. Liston.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents by applying to Mr. Brock, whose address is as above.

Locomotives at the Paris Exposition.

Mr. Angus Sinclair, editor of the *National Car and Locomotive Builder* in the December issue of his paper devotes considerable space to the construction and merits of locomotives, which we doubt not will be of great interest to the readers of the *Mechanical Department of the Magazine*. The views of Mr. Sinclair, will be accepted as high authority and conclusive, and should have a wide reading. He says:

All departments of railway machinery were particularly well represented in the exhibition. In rolling stock, France and Belgium displays were much ahead of other countries. The workmanship seen on locomotives and carriages was excellent, but there was little in the designs that our railroad companies or builders would be likely to imitate with advantage, so it would hardly be edifying to our readers to enter much into constructive details. Simplicity of design is not a strong point with French railway machinery. Nor is the production of graceful forms. Some of the locomotives have motion that is ridiculously complicated and the shapes of domes, sand boxes, cabs, smoke stacks, and other prominent parts are generally ingeniously ugly. The French railway machinery generally looks as if it were designed by amateurs with prejudices against all pleasing forms and then put into the hands of constructive workmen who were highly skilled in fine finishing. I never saw anything to excel the finish on the working parts—the machinist work—but some of the other work was inferior. Some of the engines had jackets of polished sheet brass, which evidently were fitted by carpenters. Some of the boiler work appeared as if it had been finished by blacksmiths. There is a curious practice among French engineers of placing the steam pipes outside the boilers, and in some cases where double domes are used outside pipes connect them. These pipes are generally well

lagged and are made as homely as Gallic ingenuity can devise. The most common type of French locomotive has outside cylinders with steam chests inside, two pair of coupled driving wheels behind and a single pair of leading wheels. The valve motion is all outside and is hung from the crank pins. The Crampton type of locomotive, with one pair of driving wheels located behind the fire box, is also very common, and has led to the prevailing practice of placing the valve gear outside the driving wheels.

There were several compound locomotives of French make exhibited. Although the French were the first to make the compound locomotive operate successfully, the specimens to be seen there from French workshops are not likely to be much imitated. There is too decided a tendency among the designers to make the machinery complicated. The railway that traversed the grounds was operated by small compound locomotives designed by M. Mallet, who first made the compound locomotive a success; but they are very complicated little traps of engines. A large Woolf locomotive in the exhibition attracted considerable attention, and appeared to be regarded as a particularly fine machine. The cylinders are tandem, the low-pressure cylinders being in front, with the piston connecting to the cross-heads by two rods. The steam chest is above the cylinder, and the valve gearing is all outside the wheels. The engine is very large, carried on four coupled wheels without any truck. The impression conveyed to an onlooker is that the front end is tremendously overhung. Imagine a consolidation locomotive, without the truck, with a very large extra cylinder stuck in front of the common one, with a steam chest to match, and you see the Woolf compound exhibited as a model of good design.

A notable feature about all the French freight locomotives shown was their great size. In this respect they approach American practice. Most European freight locomotives would be called small in America.

Belgian makers displayed a great variety of locomotives. They were decidedly better designed than the French engines, and the workmanship was quite as good, and certain details were better finished. The most notable feature about Belgian locomotives is their large fire boxes, most of them being of the Belpaire form, but in some instances spread out very wide. This was all the more conspicuous as all the locomotives from other countries had what we would consider very small fire boxes in relation to the capacity of boiler and cylinders. The Walschert valve motion appears to be in favor of British locomotive engineers, and it is generally placed outside the wheels.

For plain, sensible looking machines, the British locomotives exhibited took the lead. The display was small but it reflected the very highest credit upon the designers, the builders and the country. Most of the engines were inside connected, beautifully proportioned and finished like machine tools. Nearly all the locomotives exhibited were conspicuous for elaboration of finish, but such a thing is to be expected of machinery specially got out for showing highly developed skill and elaborate workmanship. The bogle on which the front end of most British locomotives is carried is getting nearer and nearer to the American patterns, a fact which was impressed upon me at various railway shops in Britain. Mr. Aspinall, of the Lancashire & Yorkshire Railway, frankly said that he was using the plain American bogle. The tendency for some years was to make very heavy trucks of riveted steel plates.

The smoke stacks of most locomotives to be seen at the exhibition, and in fact all over Europe, were noticeable for their small diameter at the narrowest point, which is about ten inches above the smoke box. Above that it widens out rather more than the form made familiar to Americans by being the standard of the Richmond & Danville, the Erie and other roads. There are, however, a few curious exceptions from this common form of smoke stack. The Northern of France and some Belgium makers exhibited engines that had smoke stacks of rectangular section, very short and very large at the base. They are about as unsightly as the wood-burning

stack, but they are said to answer the purpose of their design satisfactorily. The engines with this form of stack all have unusually large fire-grate area.

One of the most handsome locomotives to be seen in the exhibition was a ten-wheel passenger engine built at Milan, in Italy. The cylinders are set back on the frames, with the front head about three feet from the smoke box, a plan that follows the Crampton design, and is adopted with several other engines. The front end is carried on an extremely massive four-wheel truck, and the engine has a particularly powerful appearance, with a good deal of the American style of design. The workmanship was excelled by nothing in the exhibition, very great attention having been bestowed upon minute details. Another engine that elicited our admiration was a compound locomotive of what has become known as the Worsdell type, built in Switzerland. The cylinders were outside, and the engine was notable for simplicity of design, fine proportions and excellent finish.

American readers of engineering journals were some years ago made familiar with the hobby of a French crank who insisted that the proper way to attain a high speed with railway trains was to make all the wheels of all the vehicles very large. He put his idea into practice by having an engine and car built with all the wheels 8 feet in diameter. Both were exhibited, and attracted considerable attention. The wheels of the engine are all coupled. The car has a long girder frame on which two-story passenger compartments are swung. Both engine and car are roughly constructed, but the inventor, of course, claims that they are a success, since a speed of sixty-six miles an hour has been attained with them, look as if they had languished a great part of their time on unsheltered sidings.

If the locomotives shown at the Paris exhibition are to be regarded as a fair reflection of locomotive engineering in Europe, the practice of using inside connected engines is on the increase. French, German and Belgian locomotives used to be nearly all outside connected, but the inside connected engines are becoming quite common. They are nearly all put together in such a way that the machinery is easily reached, British engines being particularly well arranged in this respect. Two merits are claimed for the inside connected locomotive. It rides particularly steady and affords a good opportunity for fastening the cylinders solidly. Outside connected locomotives all have the cylinders fastened to the frames, and they are much more given to working loose than the inside cylinders that are cast together or bolted securely into one piece. The indifferently secured outside cylinders cause side oscillation of the engine when working with a high piston speed, and this transmits severe strains that lead to breakage and high cost for repairs. Why European builders of locomotives do not bolt outside cylinders together is one of the mysteries that no American engineer can fathom.

Copper fire boxes and brass tubes are almost universally used, and there is no prospect of steel and iron taking the place of the more expensive material. I have talked to a great many locomotive superintendents about the economy of using steel, but with one accord they declare that steel will not stand. Even those who have water as pure as that found in New England insist that steel fire boxes would not last five years. They say that steel cracks so badly that the fire box is not safe.

It is not many years since the usual method of applying sand in Europe to prevent locomotives from slipping was for the fireman to sit on the sand box and drop the sand into the pipes by hand. Great improvements in this respect have been made lately, and dried sand, with automatic means of applying it, is universal. The sand blast for carrying the sand through the pipes and depositing it under the wheels is becoming very common. Where this method is employed very much less sand is necessary to keep the wheels from slipping than where the sand is dropped by gravity, as the particles of grit are deposited right under the wheel. I rode on one of the high speed engines belonging to the Caledonian that was employed in the first racing of trains between London and Glasgow, and although the train

was heavy and the rails particularly slippery and the engine had only one pair of drivers, she got along by using very little sand. The thick coating of sand generally put on in our practice increases the wheel resistance so greatly that time is often lost by it. The Chicago, Burlington & Quincy people have been experimenting with the sand blast, and it would be for others to find out the extent of its utility.

A notable thing about nearly all European locomotives is their fine wheels. They are all wrought iron or cast steel, and are generally beautifully made. A French engineering firm had in the exhibition a pyramid of wrought iron wheels that displayed wonderful triumphs of blacksmith skill. Some of the driving wheels were eight feet in diameter with the counter-balance weight wrought in and finely distributed. The wheels looked as smooth and clean as American buggy wheels. Wrought iron wheels for locomotives are, however, going out of use. They are very difficult to forge well, and therefore expensive, so they are giving place to centers made of mild steel. Krupp's people appear to be making the greater part of the driving wheel centers used at present not only on the Continent but in England also. Other steel makers do not get out the castings sufficiently free from blow holes to make them acceptable for parts subject to severe service.

In the methods of feeding the boilers, and with lubricators, we are decidedly ahead of European practice. There are few pumps used in Europe, although there are a few notable exceptions as on the London, Chatham & Dover, where pumps are used exclusively; but inventors on the other side do not appear to have been encouraged to develop the injector, as they have been with us, and consequently these instruments are, to a great extent, used that cannot be finely regulated. Valves and cylinders are generally oiled by open cups, and the use of lubricators that give a continuous supply is very limited.

New Locomotive Shops at Horwich, England.

One of the most interesting places which the American engineers have visited in England is the new locomotive shops of the Lancashire & Yorkshire, at Horwich, a few miles from Manchester. These shops are of particular interest, because they were designed from the past experience of two well known railroad men, Mr. Ramsbottom and Mr. Aspinwall, who has charge of the shops and is the Locomotive Superintendent of the Lancashire & Yorkshire Railroad. These shops cover 13½ acres and are fitted in the most complete manner with modern tools of all descriptions.

They have been erected for the purpose of repairing and renewing the whole of the locomotive stock and carrying out the mechanical engineering work of the road. The carriage of materials from stores and work to their several shops is done by means of tramways, 18-inch gauge, of which there is five miles, the heavy work being drawn by small locomotive engines specially built for the purpose. The whole of the furnaces in the steel foundry and forge are heated by gas made from a series of Wilson's gas producers. The iron foundry is 212 feet long and 111 feet wide, fitted with two cupolas, supplied with blasts from a Root's blower. Hydraulic power is used for working the rams, in addition to which there are two overhead rope-power traveling cranes. The natural formation of land which necessitates

the rail level at rear of foundries being considerably higher than the floors of foundries permits of coke and iron being unloaded and wheeled direct to the charge holes of the cupolas.

The erecting shops, 1,520 feet long by 118 feet wide, has been arranged for the repairing of existing and the building of new engines and tenders, and is supplied with 20 30-ton overhead power cranes, driven by wall engines. Access for engines to the center portions of this long shop is obtained by two transfer tables driven by chains.

As a whole this shop is one of the most modern in the world. Without a visit to the works in actual operation a full comprehension of the vastness and completeness of detail cannot be had; and one must see the special machinery at work upon the various details of construction in order to obtain a realization of the value of special machinery for this class of work. Among the many interesting features of the shops may be mentioned planers with special beds to receive special work, large milling machines for the bodies and stub ends of connecting and parallel rods, long lathe beds, 75 feet, with several heads and tail stocks at any desired distance apart, with shifting countershaft on long, cast-iron brackets to allow the head stock to be moved at will; special grinding machines for bushings and holes in valve gear connections; special cylinder borer, drills and port milling machine; a new design of combined boiler sheet edge planer and boring mill for facing curved sheets after flanging; hydraulic press for shaping steel plate; metal saws, both cold and hot, at high speed, and cold with sharp teeth to cut steel and iron as with a milling cutter; special boiler sheet drills, and, not the least important, a most ingenious device for drilling and tapping stay bolt holes and screwing in the bolts.

An erroneous statement is going the rounds of the press that a large cylinder will condense more steam in proportion to the total amount used than a small one for the reason that it has a larger amount of surface. To show the falsity of this statement, it is only necessary to point out the fact that the steam used in a cylinder is nearly in proportion to its volume, while the condensing surface depends upon the area of the surface of the cylinder. The volume of a cylinder, when the length is constant, varies as the square of the diameter, while the surface varies directly as the diameter. From this it is easily seen that the proportion of the area or condensing surface is made larger, and, therefore, less condensation of steam is to be expected, as a result of the cooling effect of the walls of the cylinder, from large than from small cylinders, in proportion to the steam used.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

"A PLEA FOR BACHELORS."

The letter in the December *Magazine* with the above heading quite touched my heart, and I have no doubt many of our lady readers would be glad to extend to its author sympathy and perhaps companionship. Some of the statements were amusing, for instance, "The writer has undoubtedly traveled little or none at all, and knows nothing of the world." "She is a thoughtless person who has not given the great scope embraced in the subject one serious moment." "Probably I want to marry worse than she does," etc. I shall not attempt to refute any of these charges but, as our correspondent seems very much in earnest, I hope he will permit me to modify or explain some of my objectionable remarks. They were written, it will be remembered, in reply to a very flippant letter, ridiculing home, wife and children, and extolling a bachelor's life because of its entire freedom from care and responsibility, and the "scoring" to which our friend objects was intended altogether for this class of men.

I call to mind half a dozen of the most worthy men among my acquaintances, industrious, brave, generous, affectionate by nature, domestic in disposition, men who would have made most exemplary husbands and devoted fathers. I have seen these same persons, through the cruel force of circumstances, denied forever the love and happiness of a wife and family of their own. In several instances the father has died leaving a large family dependent upon the oldest son; in another a brother became insane, leaving a wife and children to be cared for; in another there was a widowed mother of so peculiar a temperament the son knew he did not dare ask any other woman to live with her. In each of these cases the man accepted the situation with a noble spirit, toiled patiently and steadfastly to support his charges and when, after many years, his duty was fulfilled, he found himself at an age when he felt it was the part of wisdom to continue through life a lonely and solitary bachelor.

For such men one cannot entertain any

sentiment but one of profound respect and sympathy. They have experienced all of life's hard requirements without any of its sweet recompense. Toil and privation are infinitely lightened when endured for those we love and who love us. Earth holds no blessing so rich as a comfortable home, a congenial wife and affectionate children. The man who would rather forego all of these joys than accept the accompanying responsibility is a selfish animal and deserves the forlorn fate of an old bachelor, one who has outlived the pleasures of society and convivial life and has no fireside, no home nest which he can call his own. But those whose environments have been such as to make marriage an impossibility and have not for this reason permitted their lives to become a wreck but have performed their part in the great workshop of life are, as our correspondent truly said, "deserving of as grand a monument as ever graced a hero's grave."

There is also another class of men for whom I always feel a deep interest and sympathy, bright, ambitious young fellows, willing to work but unable to command a salary sufficient to justify them in assuming the expenses of married life. I know a number of such cases, the boys steady, temperate, industrious, but compelled to take subordinate positions in which it will require years to enable them to reach a place where they will feel secure in marrying. They have too much common sense to attempt to support a family on what is scarcely sufficient to maintain one. And so they struggle along and sometimes get discouraged and form habits which might have been avoided if they had had the restraint of home life and the influence of wife and children. And somewhere are pretty, capable young girls, who would make most excellent wives and mothers but must go through life with their mission unfulfilled because of that fatal impediment of poverty which stands between them and their would be husbands. There is surely something amiss in a social system which permits these wrongs. Every incentive should be given to promote healthful, sensible and appropriate marriages, for they lie at the very foundation of the country's purity and prosperity. May those who are working earnestly for the improvement of the condition of mankind be divinely inspired to find a solution of this problem which is of vital importance to the future of our nation.

Two descriptions of Thanksgiving had have been received, but they are out of date. Our readers would not be interested in an account of a social event which has happened several months ago. Let our correspondents try again with something of a recent occurrence.

We would like to know how many of our contributors read the daily newspapers. It would be a gratification to hear a unanimous "I." We can scarcely imagine a man who does not do so, and even among the uneducated workmen will be found a general knowledge of current events that is not possessed by any people in the world outside of America; while in the higher grades is a degree of information that shows us where we are to look for the statesmen of the future. But even among educated women is found an ignorance of the topics which are engaging the attention of the times that is very discouraging to those who have lofty ideas and ambitions for their sex. It sometimes seems that the working women have a more extended knowledge of transpiring events than those whose leisure and culture would make it so easy for them to acquire information. Every family takes a daily paper and every woman can snatch a few minutes each day for reading. Instead of wasting time over novels and fashion plates we would urge upon women to make themselves familiar with the leading events that are taking place throughout the world. The newspapers are vast freight trains of knowledge daily unloaded at your door. After reading long enough to become familiar with them, each issue will be as interesting as a fresh chapter in a romance. Read the stories and the anecdotes and the poetry, they are put in for that purpose, but do not, after the manner of women, avoid the telegraph and the editorial. The former will give you a world-wide information and the latter will assist you in forming an intelligent opinion. Keep the run of Congressional business and do not neglect politics. Many of the women of to-day will be called upon to vote on state and national questions. When that time comes let it find you prepared to exercise an individual judgment and not led up to the polls "like dumb, driven cattle," as is the case with so many men. The wide and varied information, such as can be obtained only by continued newspaper reading, adds wonderfully to a woman's conversational powers and mental attractiveness. This daily reading can be accomplished without the omission of a single household duty, only use your time wisely, abbreviate the gossip over the back fence, do a little less fancy work, gather up the wasted moments. In the coming years you will feel amply repaid for any sacrifices it may have required and both yourself and those about you will have derived much pleasure and profit from the information you have gained.

We are told that the country is afraid of the vote of bad and ignorant women. Surely, nobody thinks there are more bad women in the land than good. As a rule, man believes in woman. He knows he can trust her as well with a ballot as with a baby.—*Rev. C. B. Pitblado.*

ST. LOUIS, MO., February 3, 1890.

For Woman's Department:

On December 11th, 1889, Harmonia Lodge, No. 5, B. of L. F., gave their third annual and most successful ball. The grand march was led by Brother Gelas, of No. 21, and sister, Ida Deimert, of Harmonia. The members of Industrial Lodge, No. 21, with ladies, were well represented. Brother Deimert acting as musical director. Much of the success of the ball was due to Brother Myrtle, master of 21, also to the B. of R. B. and S. M. A., all of whom attended in full dress and rendered all the assistance in their power.

Brother Murphy, of 21, and Brother Mahoney, of 44, acted as door-keepers. Brother George Deimert, of 109, officiated in the cloak room, where his courage was kept up by Brother L. Fisher, of 109. Dancing was continued until daylight, everyone declaring they had a glorious time. *Ella Mahoney,*

Secretary Harmonia Lodge, No. 5, B. of L. F.

[We will publish the list of officers and any particulars about your lodge that you may send. Ed.]

To the Woman's Department:

I read your excellent *Magazine* last year and have just received the number for 1890. I take greater pleasure in the "Woman's Department," under the unsurpassed management of Mrs. Harper, than any other part of the *Magazine*.

I know very little of the B. of L. F., but think it must be a worthy order, the members of which are noble, energetic, true hearted gentlemen, if I may judge all the Brotherhood by my big cousin Guy, who is a member of Guide Lodge, No. 125, and to whom I am indebted for the enjoyment derived from these columns.

I fear I cannot say much on the "management of husbands." I might possibly say more on the management of children, as I have a goodly number of the latter under my control for six hours in the day and five days in the week. Now I've told it, haven't I? But I am not so *very* cross, and am not nearly an "old maid."

I have been teaching almost three years, and like the occupation very much, although it is much harder work than many will believe. I think it is easier for me to gain a livelihood in that way than any other. Therefore, I teach.

I find it very advisable to practice economy, upon the merits of which Mrs. Lee spoke so sensibly and well. One of the things for which I am most thankful is that I have a mother who has taught me how to economize in all things. There is so much money expended for dress, which, if the wardrobe were rightly managed, might be saved. Every woman should be her own dress maker. If she cannot cut and fit the garments she should at least be able to *make* them. Girls should know how to do sewing, cooking and housekeeping and it is the mother's duty to teach them. It is all nonsense for mothers to say they will do the work, for the "poor girls will have enough to do some day." It is certain they *will* have to work some time and if they now become accustomed to it 'twill not be so hard when that time comes. I believe in accomplishment in all the various branches which form an education, rather

than in excellence in a special line. I would be ashamed to be a teacher and a graduate if I could not make my own clothes or take charge of the cooking and housekeeping during my mother's absence from home.

I like the poems of Mrs. Bloom and Shandy McGuire very much, and shall watch with interest to see their opinions on the new topic before the Department. I have some "theories" on the subject, but would like to hear from those who have had experience.

Hoping I have not been so tedious as to be assigned to the waste basket, I bid you good evening.

Nellie J. Gregg.

GLASGOW, IOWA.

[A young lady, entertaining as sensible ideas as the above, should have no difficulty in finding a husband, but perhaps she is too sensible to get married.—Ed.]

To Woman's Department:

My last letter to the *Magazine* made me so tired when I came to see it in print that I swore off, but like old "Rip" I am at it again. I think we amateurs make the mistake of trying to work from the top of the ladder instead of from the ground where we belong, that is, we try to write on all the leading subjects of the day which we can't possibly do justice to, and neglect the simpler and more fitting subjects on which we might write something quite creditable if we put heart into the work.

I take it for granted we are a band of home women and whatever one is doing to brighten and beautify her home will interest the other. I think an exchange of ideas as to ways and means would be very pleasant and profitable. I have very little talent for elaborate fancy work and I imagine but few of us could afford the material to indulge a taste for it. There are so many pretty things to be made from inexpensive material, but which lend a charm to a room however plainly furnished. I am anxious to get a few such made before house-cleaning time comes. I think it very discouraging to work hard and get the house nice and clean, then be obliged to put the same furniture back in the same places with nothing new to change the effect. We get so little credit for our work. We can't all have new furniture each season but we can brighten up the old wonderfully at small expense and little work. I am going to make a large paper fan for a wall ornament, not because it will be anything uncommon but because a friend presented me with a quantity of lovely wall paper.

For tidies I like the linen and which can be bought already stamped for outlining, and at still less expense one can get butcher's linen and fringe and stamp them one's self. They wear well and launder beautifully. I have in view a bed room which will look as neat and airy as possible with screen furnishings, the bed spread and shams lined with pale blue silicia, the shams trimmed with lace and pretty bows of ribbon placed where they will look cute. The dressing-case will be furnished in the same manner, but I prefer something heavier for washstand and splashier.

A very cheap and quite pretty picture throw may

be made of white sheet wadding. Cut the desired size and slash along the sides, (back from the edge,) every half inch, then weave narrow ribbon through the slashes, the ends may be scalloped and finished with ribbon fringe. It should be tied in the center with ribbons to match. I wish some one would tell me how to make pretty light frames for cabinet pictures.

I crochet nearly all the trimming I use for myself and daughter and would like to exchange patterns with some of the sisters. I wonder how many of you take the *Housekeeper*, published in Minneapolis. I have taken it for years and think it well worth the price. Anything that can be written, said or sung that will increase woman's interest in housekeeping and home-making must be of some benefit.

I trust neither you nor your husbands are suffering with La Grippe. The R. R. men in some parts of the country are completely disabled. But few cases have been reported on the I. C.

I am decidedly in favor of a "query column," and should it be established I will patronize it to such an extent you will think me a personified interrogation point.

Mrs. L. H.

CLINTON, ILL.

[Your personal letter was used because of its merit. Come often.—Ed.]

THE BEST WAY OF MANAGING A HUSBAND.

CLINTON, IOWA, January 16, 1890.

To Woman's Department:

In the January number I find a request for letters on the subject of the best method of managing a husband. Why, I wonder, is it supposed that wives always manage their husbands.

If a man is a model husband it is generally supposed the wife has had a hand in bringing it about. If he stays out late, drinks, abuses his wife, it is said she is to blame herself.

Managing a husband lies a great deal in whether he wishes to be managed. A man would not admit that he were managed any more than a conquered child would admit being conquered.

In the first place a woman must never let her husband know she is trying to manage him. If he proposes going down street try and have an errand for him to do. If he thinks you are willing for him to go he will come home sooner or perhaps not go at all. If he invites you to accompany him always go.

If he wishes to invite a few friends to spend the evening always be ready to entertain them. If he brings a friend, unexpected to you, for dinner, smile and be congenial, don't make apologies, let the meal pass off quietly and sociably.

Don't stay in the kitchen all day, if you do your own work. Do it in the forenoon and always change your kitchen dress after dinner. Put on a collar with a knot of bright ribbon, and comb your hair becomingly. It will pay you, when your husband says, "How fresh you look." If he does not compliment you he would notice it if you did not do so, and perhaps tell you how neat somebody else's wife always looked. You wouldn't like that.

Keep your house so neat and attractive, that when the lamps are lit he will look at his easy chair, hang up his hat and conclude it is too much trouble to

go down town. Then take the paper, read all interesting news or hand the paper to him while you listen with a little fancy work or mending. Then chat about what has happened during the day and lay plans for the future. Suppose they are never realized. I believe in building castles in the air. It encourages and gives ambition, where if we never looked for anything different, we would be rather dull sometimes. I could write a volume about how nicely my husband and I get along and really I could not say whether it was I that managed or he that wished to be managed.

I once heard my husband say, "My wife always meets me with a smile." Then again he boastfully said, "I never found my wife gone when I came home but once in almost five years." (he is a railroad man.)

You see men think a great deal of such little things. I go out visiting, shopping and calling, but take times when I am sure he will not come home. I must close for fear you will think I take too much credit to myself. I will say though that I have a *model* man; perhaps he was born so, perhaps I helped make him so. I don't care how he came so, so that he remains so.

Kittie B.

[Very good indeed. Let us have some more letters on this subject. Ed.]

TYLER, TEXAS, JANUARY 28, 1890.

To the Editor of *Woman's Department*:

I have read the January *Magazine* and see where you want the ladies' best method of managing husbands. Well, I find that kindness is the best but then some husbands cannot be managed that way. Some men think that wives are just to keep house and say nothing about what the men do. But the best way I find is when they come in tired and hungry, always meet them with a smile and show them there is some one that is glad to see them. Then if he is tired and sleepy don't worry him about anything, just wait until he gets rest and a good meal. I know that is the way I can get my hubby to do anything I want to that is reasonable. I never demand anything else. Kindness is better and goes farther than anything else. I will write on this again.

Well, Sunny South is booming. J. W. Bain and M. O. Rannon have had a spell of La Grippe.

Yours,

Sunny South.

SIoux CITY, February 1, IOWA, 1890.

To the Editor of *Woman's Department*:

As the editor has requested the readers of the *Magazine* to write something concerning the best way of managing a husband, I will offer a few home-made ideas, although it is quite difficult for one who has had no experience to discuss the matter without a certain degree of embarrassment, therefore I will be brief on the subject. In the first place, that human frailty, love, should reign supreme in every household. Wives who love your husbands, be assured that the current of married life will not be obstructed by huge stones, but on the contrary will flow along harmoniously blended with peace and happiness. In some instances let Cupid fold his wings and be si-

lent while you take up the other of the ingredients, kindness, encouragement and self-sacrifice. True, husbands are not disposed to be alike, therefore different methods of managing are required, but apply the restoratives I have prescribed and surely if that husband, as he represents himself to be, has a true heart, he will in every respect comply with the vows made at the altar and consequently will submit to be managed by the endearing power of the woman who has secured a pretty good way of managing a husband. As I leave on the next train I will obey one of the code of railroad laws, I think it is the red signal and I guess that means stop. With all the best wishes of a long and happy life to the editor and a golden road of prosperity to the B. of L. F., I remain,

Short-hand Reporter.

FRANKFORT, N. Y., February 1, 1890.

To *Woman's Department*:

I saw in the January number of the *Magazine* that the editor calls attention to the all important question of how to manage a husband. Of course, they can't all be managed alike, but here are a few suggestions which may be of interest to some.

If your husband is half human make it a point to be pleasant when he comes home from work, for you need not have any doubts as to his being tired. Don't tell him before he gets his coat off how cross baby is and you haven't slept any since he went away, and Frankie washed the windows up as far as he could reach with buttermilk, and Howard dumped your bread that was so nice and light all out in his lap, and Kate fell down stairs and came so near killing herself that she wasn't hurt a bit, and, oh, dear, oh, dear, you never saw such children in all your born days, for he never saw anything like them either. Don't make them believe he is going to annihilate them when he does come. Teach them to run to the door to meet him instead of going under the table when they hear him coming. Try and be at home when he comes and have things in shape so you can get him something warm to eat inside of half an hour, for whoever saw a railroad man who wasn't hungry? Make a slipper or shoe bag out of burlap canvas with three or four pockets, work it with red Germantown yarn, fasten it up behind the parlor stove in winter, so his slippers will be warm and see to it that they are kept in their place.

If he is kind enough to let you handle the cash, don't ask him every time he wants ten cents what in the world he wants to do with it. Let him have free access to the bureau drawers and trunks. Don't keep them locked and carry the keys in your pocket. If he complains of the grocery bill being too large and you know that you waste nothing, feed him cheaper for a month and see how he likes that. If he is made up of the kind of material most railroaders are he won't fail to notice little acts of kindness and repay them in more ways than one. Some men seem to be managed about the way you would manage a dog, but they are in the minority.

I remember one evening in the early part of June, 1889, of going shopping with a neighbor and as we started, to my great surprise, she turned and addressed her husband, saying, "Here, you go behind and carry these umbrellas." He obeyed and when

we reached our destination she stopped and looked to see if the umbrella holder was on hand. She discovered him, however, with those detestable umbrellas, which of course we hadn't needed, grasped firmly by the cloth about in the center. I nearly fainted as she jerked them away from him with a look I never shall forget, exclaiming, "There, you carry them by the handle, do you hear?" Now, dear sisters, this is only one instance in a thousand I could mention, but if I had been that husband I would have hung tight to those weather protectors, and when I reached home I would have given her the benefit of the wooden part. I have one of the kindest of husbands. I don't know whether I cooked him or if he was already cooked when I got him. I can always look for him at the time he promises and he generally finds me at home. I make it a point to have the children clean and whole. I can do that if my pocketbook won't let me dress them as I would like to. I teach them to think there is something else of more importance in this world than dress. *Mate.*

[Sensible and to the point. Let us hear from the rest of the sisters.—Ed.]

WAYCROSS, GA., January 25, 1890.

To the Editor of *Woman's Department*:

I have been reading many interesting pieces and letters in the *Magazine* and I take pleasure in reading them. I have been a silent admirer of the Woman's Department for quite a while but now I will attempt to let '35 be heard from. The boys love their lodge and try to make everything pleasant for those who join their Order. They love to be called Brotherhood men and if every man would define that word "brotherhood!" I was thinking about this not long since, and it caused me to pause a while and reflect. It means just the same as brother stand up for your brother, love one another with a brotherly love, stay by him through thick and thin, stand by him as if he was your own, dear blood brother. Oh! it must be very hard for a brother to see another brother get into trouble. And if it lies in your power to help this brother, do all you can to persuade him to do better, in a mild, gentle and kind way. Tell him for the sake of his brother to do better. Help him all you can.

I oftentimes tell my husband to "Do unto others as he would have others do to him." Of course we like to be treated well and if we like this, why not treat others as we would have others treat us? Love each other with brotherly love. Well, my letter is already too long. I know there are a lot of mistakes but it is my first and I hope you will feel kindly toward me and overlook all my mistakes. With all the good luck I can wish a *Magazine* and a department I will close.

May the good Lord bless the B. of L. E. is the prayer of a fireman's wife.

Mrs. W. L. Stuckry.

Rev. Carrie J. Bartlett, pastor of the Unitarian Church at Kalamazoo, Mich., celebrated New Year's Day by performing her first marriage ceremony. It is described as unique and beautiful, and was the first instance in that city of a marriage performed by a woman.

ARGENTA, ARKANSAS, January 17, 1890.

To *Woman's Department*:

I wish to say a few words in regard to kissing mother. It is as little a thing as we can do to kiss dear, old mother, anyway when we leave home. Many a boy and girl give mother a good home after father's death, but very few give mother a kiss or a sweet smile when going from or coming home. Oh! boys, you who are railroad men, never again while you live leave home where your mother or your wife is without a kiss and a smile. Always remember that it takes something besides a house and plenty to eat to make home happy, and remember that a boy's best friend is his mother.

Jessie Constance.

[We endorse every word of this.—Ed.]

HARRISBURG, PA., January 27, 1890.

Editor *Woman's Department*:

I am a constant reader of the *Firemen's Magazine* and I can scarcely wait from one month to another till it arrives, and especially to see the letters in the Woman's Department. I think the Keokuk (Iowa) letter about kissing a mother just grand. Think of a mother, those that have one yet, how they can brighten their lives by coming to her and giving her a parting kiss. Remember there is no love like a mother's love.

Sister, I hope you will soon write again. I would like very much to hear of some of the Lodges out west including the ladies of the B. of L. E. how they are getting along with their Woman's Lodges. We organized one here a year ago. Our gathering is not great but we take the word as "stickability" and we mean to stick just for the honor of the brotherhood. By that word we have formed a sisterhood, and by that we will stand not like a post, nor stand around like a tramp, but stand firm nor waver, nor retreat back, but like brave women to our convictions stand by our rights and stand by our truth and justice. When I write now I not only speak to the Woman's Department, I also speak in regard of the Illinois letter. I congratulate the brother of 176 that says the name of Brotherhood of Locomotive Firemen has been good enough for me. Just for one instant take the Brotherhood, let every man and woman study and realize that word beside their motto, which is Benevolence, Sobriety, Industry and Protection. If every Brotherhood man understands that motto he does not want to change it.

Vice Grand Master Hannahan—I think the brotherhood can be proud of such a man and the address he has made to the B. of L. E.

I am very sorry that the B. of L. E. are so distant towards the B. of L. F., but I presume they forget that they used to shovel coal. Forgetfulness can not be helped. We forget our fellow men and not only them but we forget God, where our protection lies. A friend to the Brotherhood.

Rocky.

Miss Amelia Given, of Carlisle, Pa., has built a handsome library building furnished it completely, filled the shelves with hundreds of well-selected volumes, and presented it to the town of Mt. Holly for the benefit of the working people and mill hands in the two large paper-mills projected by her father about fifty years ago.

TO SHANDY MAGUIRE.

I have just perused your poem in the *Firemen's Magazine*.
Which headed "Mrs. H. B. Jones." I suppose it's I
you mean :
It was not because you were Shandy I tried to take
your part,
But the Golden Rule I try to keep, it is sculptured
on my heart.

It has always been my maxim, I thought everybody
knew
To do to others as you would have another do to you.
And I admired your talents, never thought you
would spend your time
In thanking me so cordially or to write me up in
rhyme.

For years I have watched you Shandy, I have known
your every ruse.
And I felt you were doing your very best our readers
to amuse.
You thought that everyone possessed a spirit like
your own.
From which all selfish motives or suspicions low had
flown.

But there you were wrong, dear Shandy. In this
world you sure will find.
There are mean and narrow-minded folks to sneer
they are inclined.
And if they see a jolly soul who tries in pleasant
rhyme.
To pass our weary hours away, they'll down him
every time.

They see a wrong in every act, they watch, and fume,
and fret.
And use a magnifying glass, some gossip for to get :
They are like a temperance lecturer I once did know
for sure.
Who always kept a spirit jar behind his bedroom
door.

There are some who cannot brook a joke, but that's
not you or I.
Tho' really meaning nothing wrong, we many things
imply.
And then our rhymes are taken and roasted o'er the
coals.
If the Almighty judge us so, I say God help our
souls.

But I understand you, Shandy, I know you mean no
harm.
And you will ever hold my high regard and my
friendship true and warm,
But could it ever come to pass that we were young
again.
From making me an offer I think you would refrain.

You think you are safe, dear Shandy, but what about
divorce?
Do you think you would take me *then* for better or
for worse?
I think I see you shake your head, you did not think
of this.
But before you made the assertion, it would not have
been amiss.

That you had thought the pros and cons thoroughly
o'er, my friend.
And what may be, and what may not, or why or
how things end.
To be your wife, dear Shandy, there are many would
aspire
Who lately raked the writings of Jolly Shandy Maguire.

While at Chicago lately at a prominent jeweler's
store.
The owner's name is Townsend, you have heard of
him before.
He showed me a handsome present just ready for a
man
Who, he said was my admirer, now guess him if you
can.

In many things, dear Shandy, I own you take lead.
But in seeing *first* this splendid gift you'll own I'm
one ahead.

And here I leave you, Shandy, in darkness and in
doubt.

So set your brains a working my meaning to find
out.

So I thank you for your poem, may your shadow
ne'er grow less :

May your talent never fall you, may you and yours
be blest :

May the chilly frosts of winter and many a summer's
sun

Pass over you, my jolly friend, before He calls you
home.

And when we are in the balance, dear Shandy, you
and I.

Perhaps our weight will gain us a home above the
sky.

And those who seem such angels *now* that we have
roused their ire.

Will not be any further up than I or Shandy Maguire.
Your friend,

Mrs. H. B. Jones.

WASHINGTON, INDIANA.

MARRIED LIFE.

To the Woman's Department :

In domestic happiness the wife's influence is much
greater than her husband's; for the one, the first
cause—mutual love and confidence—being granted,
the whole comfort of the household depends upon
trifles more immediately under her jurisdiction. By
her management of small sums her husband's re-
spectability and credit are created or destroyed. No
income can stand the constant leakages of extrava-
gances and mismanagement, and more is spent in
trifles than women would easily believe. The one
great expense, whatever it may be, is turned over
and carefully reflected on ere incurred—the income
is prepared to meet it—but it is pennies impercept-
ibly sliding away which do the mischief, and this
the wife alone can stop, for it does not come within
the man's province. There is often an unsuspected
trifle to be saved in every household. It is not in
economy alone that the wife's attention is so neces-
sary, but in those niceties which make a well-regu-
lated house. An unfurnished cruet stand, a missing
key, a buttonless shirt, a soiled table cloth, a mus-
tard pot with its old contents sticking hard and
brown about it are severally nothings, but each can
raise an angry word or discomfort. Depend upon it
there's a great deal of domestic happiness in a well-
dressed mutton chop or a tidy breakfast table. Men
grow sated of beauty, tired of music, are often too
weary for conversation, however intellectual, but
they can always appreciate a well-kept hearth and
smiling comfort. A woman may love her husband
devotedly; may sacrifice fortune, friends, family and
country for him; she may have the genius of a Sap-
pho, the enchanting beauties of an Armida, but the
melancholy fact is if with these she fail to make his
home comfortable, his heart will inevitably escape
her; and woman lives so entirely in the affec-
tions that without love her existence is a void.
Better submit to household tasks, however repug-
nant they may be to your tastes, than doom your-
self to a loveless home. Women of a higher order
of mind will not run the risk; they know that their
feminine, their domestic, are their first duties.

Yours truly, MRS. R.

LINDSAY, ONT.

AN ALLEGED "FAKE."

Mrs. Ida A. Harper:

DEAR MADAM:—I deem it my duty as a member of the Brotherhood of Locomotive Firemen, and as one who is interested in the welfare of the *Magazine* in general and the Woman's Department in particular, to inform you that the communication entitled "Kissing Mother," published in the January number of the *Magazine*, in the woman's Department, was published several years ago over the name of Robert J. Burdette, of the Burlington *Hawkeye*. I do not remember the name of the periodical that published it, or the date of publication, but I am sure that it was not original with Kittle Wadden, of Keokuk, Iowa. Respectfully,

A Friend.

[Although this letter was marked "don't publish" I take the liberty of using it in order to give the above named writer a chance to defend herself if she has any defense to make. I was struck by the merit of the article but do not remember having seen it before. I will always be greatly obliged if some one of our many readers will notify us when we are imposed upon. We frequently detect such imposition and do not publish the stolen articles. The *Firemen's Magazine* has a hundred and fifty thousand readers and it would be impossible for a writer to pass a copied letter as original without detection.—Ed.]

IN MEMORIAM.

Lines on the death of Leontine Butler Blocker, who was accidentally shot, at Ellensburg, Wash., on January 20th, 1890, and died the afternoon of the same day, aged 16 years and 23 days:

Mournfully tolls the bell;
Gently bear earth to earth;
Solemnly chant the knell;
Death claims a mortal birth.

Virgins, strew early flowers,
Plucked from the snow in spring.
Emblems of her sad hours—
Smiling while withering.

She was a beautiful one,
Pure as a seraph's tear;
Too soon her task was done—
Born but to disappear.

Low chant her requiem:
Close o'er her breast the sod;
Angels, teach her your hymns
While winging her way to God.

Mary E. Clune.

Statistics show that among college-bred women who have married the divorce rate is less than the average, and the death-rate of their children exceptionally low. This seems to indicate that college women choose good husbands, from whom they do not need to be divorced; also that they make good wives, whose husbands do not want to be divorced from them; also that an educated mother knows better than an ignorant mother how to care for the health of her child. When the college-bred woman does not marry, as a rule it is not because she has no natural inclination that way, but simply because the right man has not presented himself. If Mr. Grant Allen could be put face to face with a bevy of blooming Vassar or Wellesley girls, he would blush to remember that he ever declared the sole result of the higher education thus far to be "a dulled and spiritless epicene automaton."

MISCELLANEOUS.

Josh Billings said: "Self-made men are almost alwuz apt tew be a leetle too proud uv the job."

Mudge—"For heaven's sake, Bosworth, have you been sand bagged, or in a railway accident?" Bosworth—"Neither. I hid under the bed the other night to scare my wife."

"It doesn't take me long to make up my mind. I can tell you," said a conceited fop. "It's always so where the stock of material to make up is small," quietly remarked a young lady.

Tired child—"Mamma, how much did you put in the collection-box?" Mother—"A quarter, my dear. Why?" Tired child—"Well, this preacher gives an awful lot for the money."

Mrs. Badger—"You must have a nice kind of a mother if she lets you fight in the street like this and get a black eye." Little Johnny—"I was fighting with your boy, ma'am, and he's got two black eyes."—*N. Y. Sun*.

A little Rochester girl drew the picture of a dog and cut on her slate, and, calling her mother's attention to it, said: "A cat oughtn't to have but four legs; but I drew it with six, so she could run away from the dog."

"Well, Johnny, I shall forgive you this time; and it's very pretty of you to write a letter to say you're sorry." "Yes, ma; but don't tear it up, please." "Why, Johnny?" "Because it will do for the next time."—*Christian Nation*.

"Young man," he said sonorously, "are you ever abroad in the early morning, when the great orb of day rises in all his majestic brilliant glory?" Well—yes, sir, sometimes," replied the young man. "but I generally try to get to bed earlier than that."—*N. Y. Sun*.

"In true marriage, husband and wife ought to be like twin stars in the heavens. You would not, if you could, have one fall into and become absorbed in the other. Let the two swing and shine together in their own sphere, each with its own peculiar brilliance, and then the heavens shall become glorious."—*Rev. M. J. Savage*.

An Ohio lady is the mother of a large family of children, all rather diminutive. A few days after the birth of the youngest, a little niece of the lady called to see the baby. After looking at the tiny specimen a few minutes, the child remarked: "Aunt Maria, don't you think it would better to have less of 'em and have 'em bigger?"

It renews one's hope in the future of American manhood to learn that no smoking cars were called for on the trains which bore to Philadelphia the delegates to the late National Convention of the Societies of Christian Endeavor. One train that contained nearly a thousand delegates, hundreds of them young men, had not a single smoker on board, "even in the baggage car."

It is related of a clergyman, the happy father of a charming daughter, that, while preparing his Sunday discourse, he was suddenly called away from his desk, leaving unfinished this sentence: "I never see a young man of splendid physique and the promise of a glorious manhood almost realized, but my heart is filled with rapture and delight." His daughter, happening to enter the study, read the words. Sitting down, she wrote underneath, "My sentiments, papa, exactly."

A little chap, whose love of Bible history is indulged in at all times and all places, was recently reproved by his mother for lack of order. "You must get into the habit of putting away your rubbers and overcoat," she said, "and not leave it for others to do." "Well, mamma," replied the young reasoner, "don't you know that a person's head can only contain just so much? Now, if I put rubbers and overcoats and such things into mine, then Moses and the Kings and the proverbs will have to be crowded out."

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

THE "ARRAIGNMENT, TRIAL AND CONVICTION" MATTER ONCE MORE.

The *Locomotive Firemen's Magazine* is being taken to task for publishing the proceedings of a meeting of the General Board of Adjustment of the Union Pacific system contained in a letter dated Pocatello, Idaho, and addressed to F. P. Sargent and E. V. Debs, G. M. and G. S. & T., B. of L. F., under date of October 20, 1889.

It should be borne in mind that this document was published in the *Magazine* December 1889, page 1090. We are writing history and must be particular, and we desire that the reader shall have an accurate understanding of the subject in hand. It will be seen that while the letter bears date of October 20, 1889, it did not appear in the *Magazine* until December 1889.

Just here the question arises, was there any good reason why the letter addressed to F. P. Sargent and E. V. Debs, G. M. and G. S. & T. of the B. of L. F. should be published in the *Magazine*? This is the vital question.

Were the proceedings of the General Board of Adjustment private? It is known that the General Board of Adjustment attacked the Supreme Council of the Federated Orders of Railroad Organizations, and in particular attacked the Grand Officers of the B. of L. F. who participated in the deliberations of the Chicago meeting and constituted a part of the Supreme Council, as follows:

We, the *Brotherhood Firemen* of the Union Pacific System, in annual session assembled, having exhaustively discussed the merits and demerits of the Constitution and By-Laws adopted by the "Supreme Council of the United Orders of Railway Employes," do hereby, *wholly and without reserve*, condemn the action of our *Grand Officers* in attaching their signature and the great seal of our organization to any such document, for the reasons herein set forth in detail.

Here was the arraignment, trial and conviction of the Grand Officers of the B. of L. F. without a hearing, without an opportunity to explain or to introduce any sort of testimony in defense of themselves, of federation or of the Supreme Council—and the

complaint is based upon the publicity the *Magazine* gave to the unheard-of proceedings. Now, bear in mind, dear reader, that the letter bears date of October 20th, 1889, and that in November, 1889, the *U. P. E. Magazine*, published the following most extraordinary article—(pages 206 and 207):

THE FEDERATION OF THE "SUPREME."

Nine grand officers of three organizations of railroad employes met in Chicago last June *supposedly* to prepare a plan of federation for railroad employes' organizations, but succeed only in federating themselves.

They formed an organization and called it "The Supreme Council of Railroad Employes." They created nine offices so there would be enough to go around. They made laws which they *shrouded with mystery*, for the guidance of the striking rank and file. They decreed that any of them having a grievance and concluding to strike they must submit their case to them, as they, "The Supreme," said it should be, and *dire vengeance* would be heaped on the disobedient. These laws must be revered in secret. Vulgar eyes must not see them. They were evidently ashamed of them. Where they got their authority would be hard to say.

Where federation for workmen is to come through this "Supreme," it will be hard to make those who are supposed to be governed by it understand. If they have got to wait till they are ready to strike before its benefits come in, they are not likely to wait longer but go on and strike.

Either a very erroneous idea of what federation is and what it is calculated to do, or a very large amount of egotism among "The Supreme" exists.

Federation must begin at the bottom not the top. Its foundation must rest among those on the engines, trains tracks, in the yard, shops, roundhouses and offices. It is these that have trouble and grievances, and it is those who know that they are much better than any Supreme Council thousands of miles away. They must fight the battles and must be the ones to try and prevent them.

Nine-tenths of the troubles are confined to *individuals* and are of a nature which, if taken in proper time, can be adjusted without going outside of the *local circle*, where federation must commence.

Representatives of their fellow workmen are the best calculated to set such matters to rights. They know all parties concerned, and the many imaginary grievances need never go beyond them. Much friction that is liable to set things in flames is checked. Little matters are not allowed to grow greater. Thus a great *strain* is taken from all organizations and from the relations between employer and employe.

Federation, as it should be, provides for this by bringing in the judgment of the unprejudiced fellow workman: the one who must suffer first and greatest if trouble comes, to pass on the matter. It creates a *brotherly relation* between all, something that the "Supreme" have failed to provide for or consider.

What is true of local matters is true of the handling of any trouble that might be serious enough to demand the attention of all fellow workmen on a division or whole system of a railroad.

Federation is purely democratic. The monarchial feature cannot be grafted to it. The "Supreme" flavors of it. Home rule is the order of all things possible.

Federation locally, federation of a division, federation of a system, and federation of systems must be the order of its work. With it *properly arranged* and managed it would be rare that trouble would pass beyond the system.

The "Supreme" provides for nothing of the kind. It leaves the conditions as they now exist, liable to a rupture at any time, that a few may be worked up to the proper pitch to do it, bringing hardships to all others involved by them. This is what true federation will prevent and what it must do. Through such federation the rank and file are perfectly capable of *governing themselves* with credit and with justice to their employers. When they fail it is time for the "Supreme" to be brought into action.

Federation is a government of the rank and file, by them and for them. The Supreme Council, created under the circumstances that it has been, and with the laws it announces, is only a mockery of the word federation.

Those who read the foregoing, will see at a glance that it is in every essential feature an echo of the proceedings of the General Board of Adjustment of the Union Pacific system, that it has the brands and ear marks; breathes the same spirit, is equally abusive of the Supreme Council, and its work to establish federation.

When this ungenerous and malignant article appeared, it was proof as positive as circumstances could produce, that a scheme had been concocted, to embarrass federation, and if possible, defeat it. It was manifest that the *U. P. E. Magazine* had been posted, that some one in the Order had *leaked*, and that the *U. P. E. Magazine* was to be used for the purpose of sowing discord in the ranks of the B. of L. F.; used for the purpose of denouncing federation and for denouncing the Grand Officers of the B. of L. F. To accomplish the purpose, things had been *fired*. The letter addressed to the Grand Officers of the B. of L. F., bears date of October 20, 1889, ten days later, comes the *U. P. E. Magazine* with its flatulent abuse.

Nor is this all. The Supreme Council, was organized in June, 1889. Two great Orders in the federation had unequivocally indorsed the action of their Grand Officers. Not one letter had been received from any of the more than four hundred Lodges of the B. of L. F. uttering so much as a *hint* of opposition to federation or the action of the Grand Officers who helped to establish it.

Now, then, comes the action of the General Board of Adjustment of the Union Pacific system, and as the thunder follows the flash, comes the *U. P. E. Magazine* following in the same track, with falsehood and fault-finding, manifestly designed to poison the minds not only of brotherhood firemen, against the Grand Officers of the Order, but all others who favored federation; evidently in the hope, that in the wrangle that would follow, the fellow who was in the *secret* and had *leaked* for a purpose would be able to straddle his windy hobby and ride into prominence.

The rank and file of the brotherhood, the men whose interests were involved, and who had a right to know, were to be kept in profound ignorance of the trap that had been set for them. They were to read the *U. P. E. Magazine* and understand that the Grand Officers had acted in bad faith, had exceeded their authority, had been untrue to their obligations and merited denunciation, heaped upon them through the columns of the *U. P. E. Magazine*.

This dangerous condition of things was brought into the boldest possible promi-

nence by the action of the General Board of Adjustment of the Union Pacific system and the publication immediately afterwards of the *echo* article in the *U. P. E. Magazine*.

To carry out the scheme a publication must be had. The *U. P. E. Magazine* was convenient and it was utilized.

At this supreme juncture, what could be done?

Manifestly, the duty of the hour was to expose the business;—to let brotherhood firemen know the trap that had been set for them; to put them on their guard.

To effectually do this, we published the letter addressed to the Grand Officers, (or to two of them) in the December *Magazine*.

As might have been expected, the scheme at once collapsed. The "fat was all in the fire."

Every one sees that the denunciation of the Grand Officers of the B. of L. F., was a shameful piece of business—gratuitous and undeserved.

All the talk about the right to criticise the Grand Officers, is subterfuge—special pleading. Grant all that is said, or that may be said in that direction, the fact remains, that it is a great outrage to arraign, try and condemn the humblest member of the Order without giving him a hearing—and it is equally shameful and outrageous to use a publication of any sort, for the purpose of maligning either men or officers, as the *U. P. E.'s Magazine* maligned the Supreme Council and the men who composed that body, of earnest and conscientious men.

Was it to be supposed that under such circumstances this *Magazine* would be silent? Was it to be supposed that this *Magazine* would join in their hue and cry against federation, and the men who had been instrumental in establishing it? If so, the men who so supposed, have long since discovered their mistake.

When the General Board of Adjustment of the Union Pacific system, conceived it to be their duty to charge, arraign, try and condemn the Grand Officers of the B. of L. F., if they had notified the defendants, the victims of their wrath to appear and show cause why they should not be denounced, why judgment should not be rendered against them, we should have been content. But this was not done. As a consequence, to make matters worse still, a publication was used to the base purpose of maligning federation and the men who had, in the name of the great brotherhoods they represented, established it.

Had the *U. P. E. Magazine* remained silent, had the article which we reproduced been withheld, the probabilities are that the letter addressed to two of the Grand Officers of the B. of L. F. would have remained a secret. We do not say that it

would so have remained—for it was of such a character that every brotherhood fireman had a right to know its contents.

If now the question is asked by any one who has a right to ask it, and all brotherhood firemen have that right, why we published the letter addressed to two of the Grand Officers of the B. of L. F., we answer most emphatically, because in its substance it had been given to the public in the columns of the *U. P. E. Magazine* for November, 1889; and because we regarded it a sacred duty, from which there was no escape except in cowardice, and treason to the Brotherhood, to expose a scheme, having a dangerous purpose in view.

We published it in justice to the rank and file of the Brotherhood—and here we will say, that in the term "rank and file," we include the great body of our brothers on the Union Pacific system, who intend to do right, but who may have been deflected by schemers to put up a deal totally at war with the best interests of the Order. These men are not to be criticised—and the *Magazine*, in what it has said makes no allusion to them.

There is such a thing as the performance of duty, however little importance it may be in the estimation of some men. As editor of the *Magazine*, our duty is to the Brotherhood, not only to its officials, but to the rank and file—to all.

To be convinced that a movement is on foot, that a scheme has been concocted, or is being hatched fraught with evil consequences to the Brotherhood; that it has gone beyond the reach of all ordinary means of suppression, it is then that duty demands the exercise of extraordinary means. To hesitate in the use of the remedy, is cowardice and treason combined. We are not built that way.

The case about which we have written is in point. A great wrong was being done. To the best of our ability, we have eliminated its power for mischief, and have given our reasons for the performance of an unwelcome duty. We erect no standard for the government of others, but in this case, the *Magazine* has simply performed a duty to the Brotherhood, from which it shirks no responsibility and for which it makes no apology.

"The further perusal of the Firemen's December issue gives us food for thought."—*U. P. E. Magazine*, January, 1890.

Just what we intended. Hope you have a good appetite. Eat hearty. Call in your friends and partake largely of the "food for thought."

"The writer" (that is the editor of the *Firemen's Magazine*) "attempts to kill two birds with one stone."—*U. P. E. Magazine*, January, 1890.

Oh, no, not "two birds," not winged insects of any kind—neither bugs nor beetles, mosquitoes nor gnats. Try it again.

KIND WORDS.

We take the following generous notice of the *Magazine* from the editorial columns of the *Switchmen's Journal* for February:

The *Locomotive Firemen's Magazine* begins the new year and volume fourteen with a new dress, new title page and otherwise improved. The *Magazine* is unquestionably the best railroad publication that comes to this office. While the policy of its editor may not please everybody, it would be hard to do that; you always know where to find him. Asking quarter at the hands of no one, seeking sympathy from none, believing he is right, you can always depend on solid shot in defense of that right. As long as the *Magazine* is under his control the Brotherhood can feel no uneasiness that their interests will be well looked after. Wherever in his judgment an enemy of the policy of the Brotherhood shows his head, whether he is in the order or out of it, you depend upon it that he will get a "crack" right on top of the head with very little ceremony.

What is said of the *Firemen's Magazine* may be said with equal propriety of the *Switchmen's Journal* and of the *Trainmen's Journal*. These publications stand squarely by their organizations, defend their laws and their policy, and permit no attacks upon either to go unrebuked. When a publication, the organ of an order, its official guardian, can't do that, it is unnecessary to say that it is useless and hopelessly paralyzed.

"MARKED COPIES."

Members of our Brotherhood in various portions of the country have forwarded to us the January number of the *U. P. E. Magazine*, on the cover of which is stamped, "Marked Copy."

The November issue of the *U. P. E. Magazine* contained an article designed to kill federation and cast odium upon the men, who, as the representatives of the federated Brotherhoods of Railroad Employés, had established it.

The December number of the *Firemen's Magazine* exposed the plot, and as a consequence the plotters were not as happy as clams at high tide. On the contrary they experienced great anguish, were sorely distressed.

Strange as may appear, the men who had tried to assassinate federation and failed, were not ashamed of themselves. Caught, exposed, baffled, their voice was still for war. They had a gun, smooth-bored and mounted, they had a little second-hand powder, and a lot of odds and ends, and these nondescript missiles they rammed into their captured gun, marked the charge, and with the command, "Let her go Gallagher," the gun went off; the load was widely scattered, but the returns, so far, do not show that anybody was killed or wounded. Federation exists as it was established; the Supreme Council is intact, and the Grand officers of the B. of L. F., are going about in the performance of their duties, as usual.

The "marked copies" of the *U. P. E.*

Magazine which were expected to produce consternation, to explode like bombs, derail the federated train, mangle the Supreme Council and everlastingly cripple the Grand Officers of the B. of L. F., didn't "pan out." The marked article was not "pay dirt," and we have been immensely amused by the comments of our friends who have sent us the "marked copies."

All things considered, we are inclined to the opinion that it is well enough that those whose ambition got the better of their discretion, sent out the "marked copies" of the *U. P. E. Magazine*. With their own hands they helped to uncover their plot. They are the flames who prepare halteres for others and find out when too late that their own necks are to be tickled.

The rank and file of the B. of L. F. see distinctly the pit that was being dug for the Brotherhood and are jubilant that the scheme was exposed in time.

For once vaulting ambition overreached itself. Envy and jealousy cannot stand investigation, and their triumphs are short lived.

It is the good fortune of the B. of L. F., so far, to have advanced, to have become powerful and influential by pursuing an honorable course, and for some time yet, it will continue to grow in strength and achieve good results. That it cannot be wrecked we do not say. That its secret foes cannot get command of its machinery we do not avow, but such calamities are not in the immediate future. The *U. P. E. Magazine* may continue to distribute "marked copies," but it will be remembered that Cain was also marked, and that the mark everywhere told of his crime.

THE SWITCHMEN'S JOURNAL ON FEDERATION AND THE SUPREME COUNCIL.

Three orders of railway employes have federated for mutual protection—Trainmen, Switchmen and Firemen. These orders represent the Supreme Council. They inaugurated federation as it exists to-day. A very small fraction and faction takes exceptions to federation as it has been established and wonder if they could overthrow it. The questions involved are being discussed. We have decided, notwithstanding it delays the publication of our March number, to let our readers know the views of the *Switchmen's Journal* and the *Trainmen's Journal* upon the subject. These publications are the official organs of the orders they represent. The views they express are of special value and significance and will be read with special interest. The article which we reproduce from the February number of the *Switchmen's Journal* discusses the subject thoroughly and logically. The article is mostly from first to last, and that must suffice as a reason for giving it in full. Here it is:

FEDERATION.

In September, 1886, when the *Switchmen's Journal* was but five months old, it contained a long editorial urging the formation of "a general brotherhood" of all railway employes. We urged then as a reason for this movement that "the larger railroad corporations having swallowed up the smaller ones" and having thus "centralized their forces to such an extent that they look with disdain upon anything that is not within itself powerful—the power to enforce a hearing is the only way one can be obtained." We argued that this brotherhood could be established without destroying existing organizations, each organization could retain its autonomy, while relegating certain powers to a supreme body. And as a result of this "unification of all the forces of the railroad service into one grand brotherhood," it would do more to promote harmony, peace and quietude in the railway service than all the statutory enactments that could be imagined.

When the C. B. & Q. strike convinced every thinking man who has the material interest of railway employes at heart that such centralizing of our power for at least defensive purposes had become an absolute necessity, the question of federation began to take shape, and in June last three important and powerful orders of railway employes were federated. Naturally, when the question of federation was being discussed and taking shape, numerous well meaning members of the different orders had seemingly well matured ideas as to what form it should take, and perhaps may have had adopted by their particular order the one in their judgment the wisest. But in this connection it is only necessary to remind them that each of the three orders had as much to say in the premises as the others, and it was necessary to formulate such plan as in the judgment of those assembled would meet with the least objection, and to adopt a policy of going slow until all had become acquainted with the new comer. The wisdom of the action is apparent. All railway managers looked upon the movement with suspicion. They apprehended serious upheavals among their employes, and general disturbance. A prominent railway manager said to the writer of this that if the railway employes federated he proposed to resign his position and go into other business, because he could see nothing but trouble before him. After two hours talk with him we left him with an entirely different opinion of federation. If the new comer had proclaimed its coming with blasts of trumpets and gone forth like a modern Goliath it would evidently have met its David. Hence wisdom and common sense dictated that we should go slow until railway managers were convinced that the claims made by the friends of federation were correct. That federation did not mean an offensive but a defensive policy. That it would reduce strikes to a minimum. That it was, figuratively speaking, but placing railway employes upon speaking terms with their employers. That the powerful will only recognize the powerful or treat with them.

It is not supposed for a moment that those who took part in the organization of the "Supreme Council of the United Order of Railway Employes" were infallible, or that in the short time allotted them they could formulate a plan of federation acceptable to every member of the organizations represented and railway employes in general, or that the plan they promulgated would stand for all time and eternity. They endeavored to lay the corner stones upon which a temple of "Mutual Justice" could be erected. How well they did their work the future will determine.

Recently, however, certain gentlemen have thought it their religious duty to ridicule and rant in print against the form of federation adopted, and those engaged in the task of its formation. One gentleman is even reckless enough to proclaim that he is father of the child and that it was born somewhere down in Georgia, and that any federation that has not his brand upon it is not genuine or the authorized. We were not aware that the Switchmen's Mutual Aid Association of North America authorized any one but the committee appointed at St. Louis to act for them, and we are aware that their action was endorsed at Columbus. We do not question the right of any member of the orders fed-

rated to criticize the work of their committee. It is said, however, that "discretion is the better part of valor," and that we do question the discretion of any pretended friend of federation that rushes into print with ridicule and heaps odium upon an honest effort to federate, because, forsooth, his particular ideas were not adhered to. Without desiring to reflect upon the motives that prompted such action, the fact stands out clear and bold that were he an enemy of federation he could not adopt a policy of attack so effective as the sowing of the seeds of discontent and dissatisfaction. If the present form of federation is not satisfactory to the majority of those concerned, there is a time, a place, a way of changing it without joining the ranks of the enemy even to the extent of cleansing soiled linen before the public.

There is evidently a misconception in some quarters as to who are eligible to membership in the federation adopted last June. While care was exercised in order to insure stability, yet the doors were thrown wide open to all *bona fide* organizations of railway employees. True, local bodies cannot be admitted, but it will take but a moment of actual thought to see the wisdom of this course, and we will not tire the reader by pointing it out; neither will we take up space in proclaiming the friendship of the S. M. A. A. of N. A. for the K. of L. This has been proven on many hard fought battlefields, and the occasion has never presented itself when they have shown anything else. The way is clear for them to be a part of this move for "Mutual Justice," and no one knows the way to proceed better than they themselves.

It seems to us, however, proper to state right here that it is our judgment that local federation, or the federation of systems, is not the best way to accomplish the desired end. Those who are familiar with the history of our organization will verify our assertion that the switchmen have been used to get the chestnuts out of the fire about enough. Their fingers are still tender from the effects of the scorching received while endeavoring to get the chestnuts out for other parties during the C. B. & Q. trouble. It is high time for them, to use a vulgar phrase, "to take a tumble to themselves." If the rank and file of the K. of L. E. desired federation why did they not elect delegates to the Denver convention that would endorse this proposition? But a short time previous to the Q. strike its official head proclaimed to the world, with no little amount of pomposity, that the order would not permit any "entangling alliances" with any other labor organization. And yet the strike was only a few days old when emissaries from that order swarmed around our office with the cry of "for heaven's sake and seven children help us out!" And the switchmen, forgetting past abuse and treachery, threw themselves into the breach, only to be aroused to their senses a short time after by a verification that it was but one more sell out. And now are the switchmen going to be hoodwinked again by the gauzy policy adopted at Denver? We hope not. At that convention they positively and unequivocally declared against federation, and then as a "sop" thrown to the dissatisfied element, and in order to open a way to get more chestnuts out of the fire, they condescended, if you please, enough not to prevent local, or system, federation. But to the least "entangle" the grand and sublime head of the order, oh! no, that would never do. What will be the result of these local federations? The engineers will get the benefit of all the power there is in local federation, while their chief is fawning before railway managers and proclaiming that the engineers have no affiliation with "the lower strata" of the railway service. And should the time come when an open rupture occurs between any of these federated bodies and a railway corporation, and appearances indicated that the federated bodies were going to get the worst of it, then the great chief will come to the front with constitution in hand, and under its provisions order the faithful back to work, leaving the others to hold the sack.

We want no federation that has a "string to it." We want no federation founded upon deception. We want it clear-cut, well-defined, and the organizations entering into it must not retain in their constitutions provisions in contravention to the author-

ity vested in such federation. Local federation, or a federation of systems, can only be considered as combines, and their lives depend wholly on the tolerance of the heads of the different orders, and so long as one of these heads has openly declared itself against federation, we can see no other results from such combinations than whenever it comes to a positive "show down," the members of that particular order (however in earnest and loyal the individual member may feel) will be given to understand that they must obey the mandates of the powers that be, and no compromising of the dignity by engaging in any "entangling alliances" will be permitted. Our opposition to local or system federation is the result of experience, not founded on any ill feeling we may have for any individual. Ask the old C. B. & Q. switchmen what they think of local combines.

It will be noticed that the switchmen's association is loyal to law and order, as is the Brotherhood of Trainmen, and the great body of the Brotherhood of Locomotive Firemen are equally true to federation as it exists. The debate goes bravely on. So far no friend of federation has assailed the position taken by the *Firemen's Magazine*. Only enemies croak, and as the months go by their whines grow faint, while the demand for federation is loud and resounding, presaging victory.

THE QUEEN AND CRESCENT.

Proceedings Leading to a Settlement of Trouble —A Splendid Victory for Federation.

If there is one man left in all the Brotherhoods of Railway Employés who is opposed to federation, he is invited to read the following brief history of the settlement of troubles on the Queen and Crescent, resulting from the arbitrary discharge of a number of conductors, members of the Brotherhood of Railway Conductors.

Somerset Division of the B. of R. C., was organized at Somerset, Ky., in October, 1889. About two months later, December 18th, 1889, the managers of the Q. & C. began to discharge conductors until twenty of them were set adrift.

At this juncture the members of Somerset Division requested Grand Chief Howard, of the B. of R. C. to visit them, also Grand Chief S. E. Wilkinson, of the B. of R. T., as some of the discharged conductors were members of that Order. During the latter part of December these officials responded to the call and were given to understand that the conductors were discharged because they were members of the B. of R. C.

This action on the part of the officials of the Q. & C., as might have been expected, and as should always be the case, aroused the members of all railway organizations on the road, and, as a consequence, a conference of engineers, firemen, conductors and brakemen was held at Cincinnati. At this meeting it was found that the engineers were not federated. As a consequence, the engineers promptly took a vote of the men on the Q. & C. system, pursuant to the action of the Denver Convention relating to federation, and they decided unanimously to federate.

The conference reconvened on January 28th, 1890. At this meeting Messrs. Arthur, Sargent, Wilkinson and Howard were present with the committees, and it was decided to present the matter to the Q. & C. company.

At first, the company, prior to the arrival of the Grand Officers, refused to recognize or treat with the federated committee. Messrs. Chas. Schiff, President, and Richard Carroll, General Manager, were not disposed to make concessions.

The Grand Chiefs sent Grand Chief Howard, with his committee, to call on the officials and try to bring about a settlement. Five conferences were held. During the intervals President Schiff convened his Board of Directors three times.

It is needless to say that when a railroad President convenes the Board of Directors even *once* to deliberate upon a proposition, great importance is attached to the subject.

In this instance, men had been discharged because they were members of the B. of R. C., for exercising an unquestioned right of a citizen. Railroad employes comprehended the magnitude of the outrage. They saw that it was a blow aimed at organized labor—at the rights of workmen, and they determined to resist it.

On February 1st the officials of the Q. & C. decided they could not reinstate the men, but offered to carry them on their pay rolls till February 18th, to give them a chance to find employment elsewhere. This offer was declined on the part of the federated committee.

The conductors then reconvened the Grand Chiefs, and reported the final result of their conferences, and thereupon the Grand Chiefs called on the officials of the company to make a final effort to amicably settle the difficulty. F. P. Sargent, President of the Supreme Council of the Federated Orders, requested an interview, which was readily granted. He met the officials of the company and after a conference of two and a half hours, the company proposed to arbitrate the questions at issue—the company to select one man, the Grand Chief of the B. of R. C. to select one man, and these two men to select a third.

This was agreed to by the company and by the federated board, both sides binding themselves to abide by the decision of the arbitrators. The gentlemen selected were: J. D. Hearne, President of the Third National bank, Cincinnati, was chosen by the Q. & C. company; Rev. J. M. Mackey, of Cincinnati, was chosen by the federated Board, and these two selected H. C. Erner, a prominent insurance man of Cincinnati, and made him chairman of the Board of Arbitration. Both the company and the conductors were requested to prepare a type-written statement of their side of the case,

one copy of each for each of the arbitrators. This was done.

After due deliberation the Board of Arbitrators rendered their decision—February 8th. By this decision sixteen conductors were to be reinstated and paid in full for all the time they had lost, or, the company was required to pay them *four* months wages at the rate of \$90 per month.

Here let it be said that the engineers on the Q. & C. are entitled to the largest possible measure of credit and praise for the course they pursued throughout the difficulties we have narrated. Thoroughly organized, watchful, and appreciative of conditions and rights, they stood by the conductors to the last, and results show what may be accomplished when the right is in peril.

With all our heart we congratulate Brother Howard and the young Brotherhood over which he presides. We congratulate the engineers, and brakemen, and switchmen, and firemen. Federation does not mean headlong precipitation of strikes. On the contrary, as is seen in the Q. & C. difficulty, it means patient, laborious effort to avoid strikes. It does not mean unjust demands upon railroad corporations. On the contrary, it means a willingness to place matters in controversy which admit of arbitration, into the hands of fair-minded men, and to abide by their decision.

Which ever way the officials of the Q. & C. decide, whether to reinstate the discharged conductors or pay them four months' wages, the young Order, the B. of R. C., gained a splendid victory.

THE RAILROAD TRAINMEN'S JOURNAL, THE U. P. E.'S MAGAZINE AND FEDERATION.

Manifestly, the most important question now demanding the attention of the organizations of railroad employes is that of federation. Three organizations have federated and constitute the Supreme Council. This Supreme Council has been attacked and shamefully abused in the columns of the *Union Pacific Employes Magazine*, for no purpose whatever to any fair minded man, except to create dissension, and if possible defeat federation, and this is done by professed friends of federation.

In this connection the *Firemen's Magazine* welcomes to the defense of federation and to the defense of the Supreme Council the vigorous pen of the editor of the *Railroad Trainmen's Journal*, the official organ of one of the great Brotherhoods identified with the Supreme Council. The article, which we reproduce from the columns of the *Trainmen's Journal* of February, in reply to the U. P. E.'s criticism, while it indicates the position of the *Journal*, is also a triumphant vindication of the course pursued by the *Locomotive*

Firemen's Magazine, and is entitled to and will receive a careful perusal. It is as follows:

THE SUPREME COUNCIL AGAIN.

The *Trainmen's Journal* is now under editorial charge of L. W. Rogers, formerly editor of the *Denver Patriot*. We are pleased to see Bro. Rogers to the front. He did noble work while in Denver to advance real federation among railroad men, and he will now again have a good opportunity to advocate it, and spread a knowledge of what it means. However, his attempt in his first issue in charge to sustain the Supreme Council may be politic for him personally, but does not correspond with his efforts for federation while in the West. We doubt very much whether he has yet had time to compare the supreme plan with federation, and perhaps, being somewhat rattled by his new surroundings, accounts for his first attempt at criticism. He surely knows better.—*Union Pacific Employes' Magazine*.

A carload of thanks, Bro. Corbin, for that pronouncement in italics. It is really nice to think that we know better than we speak, while others err through ignorance. We trust the compliment is not intended to soothe us into silence, for we have something to say. And right in the beginning let us ask the *U. P. Employes' Magazine* if it thinks it is just the proper thing to answer an argument or a defense of the Supreme Council, if it prefers the term, by saying that it may be policy for us to defend it? In other words is it fair and square to question our motives instead of replying to arguments? In the same issue the *Magazine* devotes several pages to an attempt to show that the *Firemen's Magazine* has not reasoned, but abused, in replying to the criticism of the *Employes' Magazine*. It occurs to us that the editor of the latter publication is not quite consistent in this. If it enjoys argument why doesn't it occasionally produce a little. If it worships at the shrine of logic it should certainly favor its readers with a featherweight sample of it once in a while.

The case fairly stated, is this: Under the caption, "Federation of the Supreme," the *Employes' Magazine* presented an article ridiculing the Supreme Council, consisting of representatives of the B. L. F., B. R. T. and S. M. A. A., and asserted flatly that the whole thing was an office-grabbing affair. The *Journal* replied, defending the legislation of the Council, and calling attention to the fact that it is composed of a number of the ablest men in the labor world—men whose successful records convert abusive ridicule into a boomerang that returns to the thrower with disastrous force. The *Magazine* now replies as quoted above.

The *Magazine* is so complimentary as to credit us with having done "noble work" for federation in Denver. It then asserts that our defense of the Council may be "politic," "personally." The two assertions would make it appear that we have made a change of base in federation tactics since leaving Denver. The suggestion is as unjust to us as it is unworthy of Editor Corbin. The truth is, that in the federation meetings in Denver we vigorously opposed the ideas of those who believed in the theories which oppose the plans adopted by the Council. The *Employes' Magazine*, in its reply to the *Firemen's Magazine*, refers to the fact that William F. Hynes was chairman of the committee which drafted the original scheme of federation, and speaks of him as a man whose name is honorably known wherever the B. L. F. has a lodge. We have the honor of numbering that gentleman and scholar among our personal friends, and if we have ever grasped the hand of a truer, manlier man we are not aware of it. But we honestly and sincerely differ from Mr. Hynes on one point in federation, and the editor of the *Employes' Magazine*, who represented the Knights of Labor in these federation meetings, surely remembers it, for it led to heated discussions, in which he participated.

That one point of difference, which forms the basis of the original criticism in the *Employes' Magazine*, is the question of where the supreme power shall rest—with the Supreme Council or with the employes of a certain railway system. The firemen, trainmen and yardmen of the United States and Canada are federated in one vast body, whose united power may be thrown in one direction for a common

cause. If any branch of either of these organizations has a grievance, the moral force of which makes it of mutual concern, the entire strength of this giant federation may be used to sustain that branch in its efforts to right the wrong. Now the question arises, Who shall direct the use and application of this supreme power? We unhesitatingly assert that the authority should rest only in a council composed of an equal representation from each of the organizations forming the federation. But the opposing idea, if we understand its advocates, is that when trouble occurs on any one system the employes of that system shall possess the power to direct the movement of the national force. On the ground that the local committees would best understand the situation, it is proposed to invest them with the supreme authority. This is most certainly democracy to the limit, but we do not believe it would ever work in practice. We can conceive of no government by the people that does not have one fixed center. To allow it to shift from one point to another as occasion demands, would, in our opinion, give rise to many difficulties; and to have a dozen local tribunals where supreme power may rest, would certainly give birth to never-ending trouble.

But that we may not by any possibility misrepresent the views which prompt criticism of the Supreme Council, we invite the *U. P. Employes' Magazine* to set them forth in full. If it has a better scheme of federation than the one which proposes a strong central government, it ought to give it to the public. Too much discussion on this very important subject there cannot be. Let the *Magazine* set forth its arguments. The *Journal's* 20,000 readers will gladly give it audience. Let it step into the arena with the sword of logic, and may the weakest theory perish.

It would afford us special pleasure at this writing to call special attention to some of the points made by Brother Rogers in his reply to the U. P. E.'s position, but time forbids. But they will not be overlooked in future issues of the *Magazine*.

SPOTTERS ON THE HANNIBAL AND ST. JOE
B. R.

The St. Joe, *Herald*, of recent date, contains the following:

For several days past, rumors have been flying about to the effect that war would shortly break out on the Hannibal & St. Joseph railroad, and several freight and a number of passenger conductors would be summarily dropped from the pay roll of the company. No special reasons were assigned for such sudden changes, but it is said the financial interests of the company are not being carefully enough looked after. It was further stated that spotters have been employed on the road for some time, and in consequence of their labors twenty-eight freight and passenger conductors are on the "dead list." Be that as it may there was a wonderful lack of familiar faces on the Hannibal passenger trains which rolled into the Union depot yesterday. No less than three faces were missed, and strangers took their runs out. It is not known if the war was carried into the ranks of the freight men running out of this city.

We regard such paragraphs going the rounds of the press, as specially well calculated to utterly destroy the reputations of conductors.

The "spotter" is a most disreputable character. His vocation is to make money by destroying character, and the more reputations he wrecks the more money he receives. His victims find themselves discharged with their reputations smirched, and they are without redress. The whole business is an infamous piece of despotism.

EMINENTLY CORRECT.

John A. Hall, Esq., Grand Organizer and Instructor of the S. M. A. of N. A., writing to his journal, from Leadville, Col., among other things has this to say about the *Firemen's Magazine*:

Some days ago while in your office I opened a copy of the *U. P. Employes' Magazine* and I noticed that the wrapper was a type-written copy of a letter which appeared in the correspondence columns of the same number. The letter was well written, from St. Louis, and signed by a fireman. Now, I wonder why that man employed a type-writer? The letter was an attack upon the grand officers of the Brotherhood of Firemen. The man who could write that article could also write a legible hand, and putting the two points together makes me doubt that Uncle Sam ever transported it before printed in the *U. P. Employes' Magazine*.

I receive and read the *Firemen's Magazine*, and consider it the best labor journal in America, and the last two numbers have been an eye-opener to me. I had supposed that in the matter of federation the rank and file of the Brotherhood were in advance of their more cautious officers, but such apparently is not the case, judging from the action of the board of adjustment on the Union Pacific. This board condemns Messrs. Sargent, Debs and Hannahan for not federating on the plans laid down by the firemen at the Atlanta convention. They assume that Messrs. Sargent, Debs and Hannahan were not only capable but had the opportunity to make laws for the Switchmen's Mutual Aid Association and the Brotherhood of Trainmen. Is it possible that the Board of Adjustment of the B. of L. F. on the U. P. entertain the idea that this association is, ever was, or ever will be controlled by Messrs. Sargent, Debs and Hannahan, or by any convention other than our own? Brother Sargent, on behalf of the firemen, did present the Atlanta plan, and it was most thoroughly canvassed by the nine representatives of the three orders, whose conventions had authorized them to act. The plan of local federation was conceded to be inadequate, and a national system adopted in its place. This national system may not be perfect, but will be perfected just as our various constitutions have been evolved, growing out of the light of experience and the demands of the future; but it is now as far in advance of the condition that preceded it. We had local federation to perfection on the "Q," and several thousand men dropped their jobs there, which never could have happened had there been a national federation of those three organizations, with the necessary discipline to maintain it. Can we forget the action taken by the local federation on the "Q," and the prompt counter action taken by the "advisory board?" The local action at Indianapolis and the prompt counter action which scattered the switchmen to the four quarters of the continent? Well, hardly! The switchmen will carry their memories along with them in the future, and while we are willing to overlook the errors of the past in all organizations, we are not willing to be continually bumping against the same old rocks. If the U. P. board actually believe that Sargent, Debs and Hannahan could have forced anything they chose down the throats of the switchmen and trainmen, I am sorry for their ignorance. If the board will take a little trouble to look into the working of our association, they will find five thousand men who have January's receipts in their pockets, and five thousand more strong, determined men who will respond as one man to the call of Grand Master Sweeney if such an emergency should arise. That is what the Mutual Aid Association has been doing for the past year, and that is what brotherhood means with the switchmen. They will find no divided interests here. To make federation effective you must first have strong, light, compact organizations, and it will not be effective otherwise. As for the Knights of Labor, we are strong enough to take by the hand every class of organized labor which owes allegiance to that order. Why cannot the Knights aid the general cause by forming a national assembly of railroad labor, and joining hands, hearts and purposes with

the federated railway orders, giving them strength and receiving equal protection from them. The supreme council of the federated orders of railway employes does not oppose the entrance of the Knights of Labor, nor the Brotherhoods of Engineers and Conductors, but the earth was not created for any one class of men, nor will they be permitted to occupy it. Now, let the U. P. firemen give Brother Sargent, Debs and Hannahan their due, as fair-minded, honest men who are willing to do absolute justice to all men. If they had not been acting so much for the welfare of the switchmen and trainmen as they were for the firemen, there would have been no federation to-day, which would have been perfectly satisfactory to our enemies, both in corporations and organizations.

THE KNIGHTS OF LABOR.

The Supreme Council is blamed for not including the Knights of Labor.

The Knights of Labor is a great and growing organization, knows its business and moving in lines it has chosen to perform such work as it has mapped out for itself.

When did the Knights of Labor ask to federate with the Brotherhoods of railroad employes?

When has Master Workman Powderly intimated that the order of which he is the head, was shown any discourtesy by the Supreme Council?

Does the idea prevail that a local or District Assembly of the Knights of Labor can federate, independent of the action of the Supreme authority of that great order?

Let the order of Knights of Labor share things so that its members who are railroad employes, engineers, firemen, switchmen, trainmen, etc., can federate and have the great order of which they are members back them, and then if they are not permitted to federate, it will be in order to know the reason why.

To howl in advance of such proceeding on the part of the Knights of Labor disclosure on the part of those who make the racket purpose to embarrass, and defeat federation on the part of those who hope to profit in anarchy and confusion.

They are of the same class of malcontent who in the Knights of Labor sought the destruction of the order, by abusing grand officers, and who are still barking at the heels of Mr. Powderly. They have not succeeded in destroying the Knights of Labor, and the miserable faction engaged in trying to defeat federation by denouncing the Supreme Council and the men who compose it, are doomed to still more disastrous failure.

TIME.

That October Meeting of the General or Joint Board of Adjustment of the Union Pacific System.

The Constitution of the B. of L. F. (sec. 209, page 61) provides that "The Chairman of the Joint Board shall, during the month of September in each year, convene the Board for the purpose," &c. But in the constitutional provision of the Brother

hood relating to the matter was disregarded. Why?

Some one can answer that question.

Was it for the purpose of having the meeting held in Denver at the time the B. of L. E. convention was in session?

Was it assumed that such a time would be specially auspicious for denouncing federation and the Supreme Council?

Was it not known that Grand Chief Arthur and many of the delegates to the B. of L. E. convention were opposed to federation and would listen with great composure to denunciations of the Supreme Council?

Was not the scheme for overthrowing federation, as it had been established by the Supreme Council, originated with the idea of finding favor with delegates to the B. of L. E. convention? thereby strengthening the plans of those who chuckled over the arraignment and conviction of the Grand officers of the B. of L. F. by the General Board of Adjustment of the Union Pacific System, and which was so vehemently indorsed by the *U. P. E. Magazine* of a few days later—in November?

Any unprejudiced mind, in all of this, will see the wheel within a wheel of a scheme that had for its purpose the boosting of some one into prominence and the defeat of federation as established, and the Grand officers of the B. of L. F. who had contributed to its inauguration.

In addition to the action of the General Board of Adjustment it was evidently arranged that the *U. P. E.'s Magazine* should come out with a ringing editorial denunciation of federation and the Supreme Council and of the men who composed it, and this would suffice to accomplish the purpose. Alas for the

"Best laid plans of mice and men."

The thing did not pan out according to expectations, and when the *Firemen's Magazine* exposed the whole business, there has been, as might have been expected, a deal of squealing.

Still the question recurs, why was not the meeting of the General Board of Adjustment held in September, as the Constitution provides *shall* be done?

THAT MEETING.

Bro. Hannahan Vs. that "Brotherhood Man."

"A Brotherhood man," at least so signing himself, in a letter to the *Union Pacific Employes Magazine*, dated Salida, Colo., December 22, 1889, and printed in the *U. P. E. Magazine* for January, 1890, page 381, says:

"I am a member of the Brotherhood for seven years and I attended the Denver meeting that Bro. Debs goes out of his way to condemn. That meeting was called at the request of Bro. Hannahan and *did not* discuss a plan of federation to be submitted to the convention of the engineers then in

session. *Nobody* knows better than Bro. Hannahan how that report of the meeting came into the press."

It will be noticed that the writer who signs himself "A Brotherhood Man," says the "Denver meeting" was called at the request of Bro. Hannahan.

Now Bro. Hannahan most positively asserts that he "knew nothing of the meeting till he got off the train at Denver," and Bro. Hannahan further says: "The person who wrote the article, in my opinion, is unworthy of recognition. A man who assails as he has the Grand Officers of the organization he is a member of, and too cowardly to sign his name, is too contemptible a creature to be noticed by any member of the Order."

In our mind that settles the question. Bro. Hannahan's veracity in our opinion is without a blemish. He therefore *did not*, as the writer, signing himself "A Brotherhood Man," asserts, request the calling of the meeting referred to. Bro. Hannahan has put him in a hole, let him stay there.

We know of no "knave, hypocrite or slanderer of an insect" that has been hanging round our office. "Who can it be?" "There is one in Denver that might be the one." "He has honored our office."—*U. P. E. Magazine*, January, 1890.

Is that what you call a "compound hypothesis?"

Literary Notes.

We call the attention of our subscribers to the ad. of the Cactus Blood Cure, the name having been changed from Alva's Brazilian Blood Specific Co. It is strongly endorsed by members of Division 159, O. R. C., City of Mexico, and also by members of the Brotherhood of Locomotive Engineers, and perhaps among the endorses you may find the names of old companions, who are now in Mexico. H. H. Moran, an old conductor, is interested in the Company, and we wish them the success that a remedy so strongly endorsed deserves.

Read this Unsolicited Testimonial.

S. W. Lord & Co.:

GENTLEMEN:—I am so well pleased with your "BOILER CLEANSING COMPOUND," after six months trial, that I give my unsolicited testimony as to its merits. Experience is authority, and over 31 years continuous service as a Railroad, Steamship, Mining and Stationary Engineer, entitles my testimony to a hearing at least. I always speak of persons and things as I prove them.

I have used many Boiler Scale Solvents, liquids and solids, (have not used all of the many kinds advertised as the best—and therefore will not condemn them as worthless,) but yours is the VERY BEST I ever used for that purpose. It does its work speedily and thoroughly (even more than you claimed for it), does not injure the iron, and that is all that anybody can wish or expect.

Six months ago, portions of my boiler tubes, (Zell's Patent) were coated with a $\frac{1}{4}$ inch scale, now they are perfectly clean, boiler steams rapidly and with less fuel. There are 51 gum joints on the boilers that come in direct contact with your "Compound," and I can not see that it in any way injuriously effects them. I unhesitatingly recommend your "Compound" to the engineering fraternity as a first class, safe article. Respectfully,

EMANUEL M. JONES,
Engineer in Charge.

125 and 127 North Seventh and 628 Cherry St.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month.

Reason versus Railbery.

LOCATELLO, IDAHO, JANUARY 3, 1890.

MR. EDITOR:—There appeared in the December issue of the *Firemen's Magazine*, an article captioned "Facts versus Faction." Inasmuch as the editor saw fit in the article referred to, to bring my name into some prominence, in a manner at once vulgar and insulting, I take occasion to make some little reply. I would first call the attention of my readers to the introductory paragraph of the article on page 1,060.

The editor deals with men of the "Fault finding school of philosophy," introduces this article to "state facts" and "rebuke faction," for the purpose of preventing "anarchy and chaos," and the destruction of the Order by the cyclonic process. This the "Brotherhood" will not allow. Who compose the Brotherhood, may I ask? Suppose the "singular and extraordinary document" emanating from the firemen of the Union Pacific System, had been signed by the firemen of the several large systems, would the editor have used the same same language? Does the Brotherhood consist of the rank and file, or simply of a few Grand Officers? When did the Brotherhood of Locomotive Firemen become an institution for the suppression of the opinions of its membership?

The editor indites this abusive editorial in answer to a gentlemanly and *private* communication, protesting against certain public acts of the Grand Officers, from a "sense of duty to the Brotherhood." It certainly is a peculiar duty the editor owes the Brotherhood, to make it, falsely appear to the outside world that a large body of true and loyal Brotherhood men, have created a faction for the purpose of overthrowing the Organization. Such intentionally misleading language, so injurious to the best interests of the Brotherhood at large, is a duty that were better left unfulfilled in my opinion.

To begin with the main body of the editorial, the first objection to our letter of protest is, that we omitted Bro. Hannahan's name in the address. We humbly ask our friend John's pardon, but he knows full well that it was not an intentional slight. There are, no doubt, men on this System, who are as the editor claims, in accord with his views, but the vast majority are not, and it seems that in this, as in all other instances, any one man or any body of men, who oppose his views, merit, or at least receive at his hands, a torrent of ridiculous abuse.

The General Board charges, arraigns, tries and condemns the Grand Officers after playing informer, spotter, jury and judge." Now then kind reader, please go carefully and without prejudice, through the entire letter, copied in the December *Magazine*. Do you find any charges, any arraignment or any

trial in that document? Do you find any harsh, insulting abuse, any vulgar epithets applied to the Grand Officers? Do you find anything but hearty condemnation of official public acts, that the perpetrators of this "wicked work" believed were without the sanction of the Brotherhood? Go farther my friends into this choice list of epithets heaped on the members of the General Board, and you find two, the mere mention of which, are abhorrent to all honest workingmen.

Upon whom did the General Board turn informer, in what capacity did they play the spotter? Such language is an insult to the pages of our *Magazine*. It is a dastardly, cowardly lie. It is simply ignorant, unreasoning abuse of honest men; deserves, and will receive the condemnation of every intelligent reader.

By all the gods, were we playing spotter, even to read the Constitution of the Supreme Council? Were we not allowed to turn informer long enough to tell the originator of that document, that we had the courage to criticize and condemn unlawful acts. Such language as Editor Debs uses throughout the article sounds like the outpourings from a vicious, passionate nature, that would in days gone by, have said to a rebellious slave, die thou fool, for my will is inscrutable law, from which there is no appeal. He takes occasion to quote a motion, that was passed at the Atlanta Convention, and italicizes certain words. The motion distinctly says that the Committee "be given full power to act in all things necessary to effect federation with the several organizations named." Now read the original plan and see what organizations were named. Was T. V. Powderly invited to be present the 6th of June in Chicago? We believe not, and we know that section 20 of the Constitution of the Supreme Council absolutely excludes the Knights of Labor. On this point any lawyer will tell you that the Committee did violate the express instructions of the Convention. What is the meaning of the words, concessions and modifications? Can they by any process of defining be made to mean that the fundamental principles, the foundation and very ground work of a proposition, be undermined and utterly cast away? The foundation of the original plan was for local or systematic federation, yet the action of the Committee has entirely wiped out the possibility of such a project being carried out. Criticism of this action appears to the editor like "inconsiderate, vaunting and vain ambition." Ambition for what may I ask. Is there any single word in our whole letter to indicate any ambition, except that we go on record first, last and all the time as opposing ostracism in every form, and laboring always for the broad principles of equality. Be that ambition "vain and vaunting, we are proud of it." The editor's task surely should have been done here, but as it was not, we will follow him in his absurd wanderings to the end. In his reference to the preamble of the federation plan, hundreds of old Brotherhood men will recall incidents of the past, and appreciate the half hidden insult it contains. We understand fully the principles of our Government, of the States and the United States. Our Convention followed this plan to the letter, each system of rail

ways was to be a State, and the whole to be controlled by a General Government. Most certainly Congress declares war and negotiates for peace, but Congress is composed of delegates from all the States. Is the Supreme Council so constituted? No, but not the authorities of different States have power to exhaust their own resources in quelling riots and internal rebellions? Does each system of railways, under the Supreme Council law? Surely not. Does not the minority in Congress submit to the will of the majority? How about the Council? But I will pass on as this letter is not intended to deal with all the intricacies of federation as I see them. We come now to an admission on the part of the editor that surprises us. "The employees of the Union Pacific System can federate if they wish, they can strike if they wish, but the Council will not foot the bills." This question has been asked every member of the Council, I believe, with widely varying answers. There are within my reach letters from different members of the Council, positively forbidding local federation, on constitutional grounds. "Oh consistency thou art a jewel." "If they want to strike they can do that, the Supreme Council has no authority to interfere." Mark the language please, and then turn ye favored few, to section 14, of the Constitution of the Supreme Council. Please don't render a verdict on this discrepancy, or you will be a "blind factionist" guilty of "vain ambition." We quite agree with the editor in his condemnation of strikes, and will do all in our power to assist him obliterating this curse to workmen, but we decide from his language that in his opinion any plan of federation not in accord with his own, is looking toward strikes. The editor quotes the words "mutual equality" from our letter, and says the Supreme Council has provided for this with all "federating organizations." Such attempted hoodwinking as this is an insult to every intelligent reader of the *Magazine*. He simply means mutual equality for all those federating with the Supreme Council, but the said Council has judiciously provided that no *objectionable* characters shall be admitted. We now come to the closing paragraph of this wonderful conquest of facts over fiction, and find the expression, "None but fools claim perfection." Let me add to this that none but the most vain and insolent bigots, attempt to silence by blatant and vulgar abuse, manly criticism of public acts. Communities speak through their daily papers and criticize in the strongest terms, public acts of our President and all public officials. The freedom of speech and of the press is the greatest purifier of public men and public policy. The General Board of Adjustment of the Union Pacific System, attempted in a perfectly proper manner, and please remember, within the secrecy of our own order, to exercise this freedom of speech, to criticize our highest officials in their manner of discharging certain duties. Now I ask every Brotherhood fireman to study carefully the questions under dispute, to compare in a spirit of justice and fairness, the language, the arguments, and the deductions drawn, in the original letter and its answer as appearing in the December *Magazine*. In the answer of the Editor there is no argument, no reason.

It is rallery, unmerited sarcastic abuse from first to last. It is an unprovoked attack on a large body of loyal Brotherhood men, who have in every instance proven their fidelity, and will continue to do so in the future, firm in the faith, that the power behind, will live longer than the power on the throne, that our Order will outlive all trifling injuries, crush in their incipency all attempts at tyranny, so broaden and elevate our principles, that the very grandeur of the Organization will draw to its support all other labor organizations, and in massing this great power, the workmen's millenium will be near at hand.
Frank Walton.

In presenting the foregoing communication of Bro. Frank Walton, we have, for convenience, numbered the paragraphs from 1 to 7.

In paragraph (1) Brother Walton displays more zeal than prudence. He says:

"Inasmuch as the editor saw fit, in the article referred to, to bring my name into some prominence, in a manner at once vulgar and insulting, I take occasion to make some little reply."

Now the fact is, as the article in question shows, the name of Brother Walton appears only as signed by himself and appended to the document issued by the General Board of the U. P. System, as follows: "Frank Walton, Sec. and Treas." To what extent the appearance of Brother Walton's name is "vulgar and insulting" Brother Walton ought to know, for he alone is responsible for affixing it to a document which, in justice to his head and heart, ought never to have been written. The total failure of Brother Walton to make the editor responsible for the appearance of his name, "at once vulgar and insulting," will be found the first of a string of failures which characterize his communication in all of its paragraphs.

In paragraph (2) we notice nothing of importance, nothing demanding comment except perhaps the question, "Does the Brotherhood consist of the rank and file, or simply of a few Grand Officers?"

Manifestly, the Brotherhood consists of the "rank and file." The "rank and file," elect delegates to represent them in Biennial Conventions, make laws, elect "Grand Officers," confer upon the "Grand Officers," certain power and duties. To arraign, try, and condemn these "Grand Officers" without a hearing is just what the rank and file don't believe in. Such a proceeding is in the line of anarchy and chaos. If tolerated the Brotherhood would disappear like a hay stack in the grasp of a cyclone.

Again, asks Brother Walton:

"When did the Brotherhood of Locomotive Firemen become an institution for the suppression of the opinions of its members?"

Why does Brother Walton ask such a question? If the *Magazine* desired to sup-

press "the opinions of its membership" the document issued by the General Board of Adjustment of the U. P. system would not have been published. But, instead of suppressing "opinions," they are given in full to the Brotherhood, and this, we apprehend, is just where the shoe pinches. The Grand Officers were charged, arraigned, tried, condemned—no notice was given, no opportunity to make a defense—an explanation—to give a reason for the acts complained of, and to this extraordinary proceeding Bro. Frank Walton affixes his signature, and then, because it is given to the "rank and file" of the Brotherhood, exclaims that "the editor saw fit, in the article referred to, to bring my name into some prominence in a manner at once vulgar and insulting." What "manner"? We published the document. That's all. Brother Walton's name was appended to it. Was that "vulgar and insulting"?

In paragraph (3) Brother Walton begins to get down to work, and his misfortunes increase. Hear him:

"The editor indites this abusive editorial in answer to a gentlemanly and *private* (italics Brother Walton's) communication, protesting against certain public acts of the Grand Officers from a sense of duty to the Brotherhood."

Was there ever such a muddle? Here we are told that the communication—which charged, tried and condemned the Grand Officers for "public acts"—was *private*, and that this *private* trial was for "public acts." And yet Brother Walton asks, "When did the Brotherhood of Locomotive Firemen become an institution for the suppression of the opinions of its membership?"

Would it not be far better for Brother Walton to ask, When did the Brotherhood of Locomotive Firemen become an institution for the trial and condemnation of its Grand Officers in *private*, without a hearing and without opportunity to make a defense?

The *Magazine* permitted the Brotherhood, the "rank and file," to know of the *private* proceedings—of the trial and condemnation of the Grand Officers for having sought, as best they could, under the circumstances, to inaugurate federation. They accomplished the purpose in view. They set the ball in motion. Two of the great Brotherhoods in the alliance, in annual convention, have indorsed the action of their Grand Officers, and from the center to the circumference of the jurisdiction of the Brotherhood of Locomotive Firemen not a Lodge has revolted.

But in paragraph (3) Brother Walton refers to an "abusive editorial." He certainly should have pointed out the "abusive" words, sentences or paragraphs. Now, if we were to charge Brother Walton with

being "abusive" we should quote the abusive words. That he does not do it is proof positive that he can't do it—that he can't find the abusive words. He simply makes the charge and hopes it will stick.

Now, we desire that our readers shall bestow upon the article which Brother Walton criticises, beginning on page 1090, December *Magazine*, the most searching investigation for the purpose of finding anything "abusive," and when found, make a note of it—let us know it. We have read the article carefully, weighed our words, and we challenge criticism.

Referring again to paragraph (3), Brother Walton thinks it a "peculiar duty of the editor to make it falsely appear to the outside world that a large body of true and loyal Brotherhood men have created a faction for the purpose of overthrowing the organization."

Here, again, Brother Walton is at fault. We published a document gotten up in *private*, showing that some men, not a "large body," had charged, arraigned, tried and convicted the Grand Officers without giving them an opportunity to be heard. If this was not in the line of "faction," a "combination against government," what was it? Certainly a mistake, and we do not blame Brother Walton for feeling unpleasantly about it. But he should be man enough to accept all the responsibilities of his action without squealing. Silence, with or without contrition, would be becoming.

Paragraph (4), like a cipher after a decimal point, amounts to less than nothing, but paragraph (5), like a harlequin, vaults into the ring, turns four double somersaults, and then listens for applause. In paragraph (5) Brother Walton quotes and comments as follows:

The "General Board charges, arraigns, tries and condemns" the Grand Officers after playing informer, spotter, jury and judge.

"Now then, kind reader, please go carefully and without prejudice through the entire letter copied in the December *Magazine*. Do you find any charges, any arraignment or any trial in that document? Do you find any harsh, insulting abuse, any vulgar epithets applied to the Grand Officers? Do you find anything but hearty condemnation of official acts?"

When a man attempts the feat of biting off more than he can masticate, however much we may enjoy the performance, the victim of inordinate appetite has our sympathy. In paragraph (5) Brother Walton, to use a phrase, puts himself in the soup, or, to bring his mistake into sharper distinctness, he digs a hole for the editor of the *Magazine*, and then deliberately jumps in and occupies it himself. Brother Walton, referring to the document formulated by the General Board, asks, "Do you find any

charges, any arraignment or any trial in that document?" Well, we should smile. There isn't anything else in it of importance. He further asks, "Do you find anything but hearty condemnation of official acts?" Brother Walton would have it *all* "hearty condemnation," without any "charge," without any arraignment," and without any "trial"—just "condemnation." Does Brother Walton know the meaning of "condemnation?" Putting it tersely, "condemnation" means "sentence of punishment." Can there be a sentence of punishment without charge, without arraignment, without trial? Brother Walton seems to be of that opinion. He so puts himself on record. He asks his readers, "Do you find any charges, any arraignment or any trial in that document?" In answer, read the following:

We, the *Brotherhood Firemen* of the Union Pacific system, in annual session assembled, having exhaustively discussed the merits and demerits of the constitution and by laws adopted by the "Supreme Council of the United Order of Railway Employees," do hereby, *wholly and without reserve*, condemn the action of our *Grand Officers* in attaching their signature and the *great seal* of our organization to any such document, for the reasons herein set forth in detail.

There is charge, arraignment, trial and sentence all in a bunch, condemnation, so stated, the *charge*, "attaching their signature and the great seal of our organization to any such document." With such proceedings in full view, what becomes of Bro. Walton's inquiry, "Do you find any charges, any arraignment, or any trial in that document?" It will be observed that the condemnation is "wholly and without reserve," no mitigating circumstances are admissible, as Brother Walton well says, it was "hearty condemnation." It was setting down on the Grand officers like a land slide; it was jumping onto them with both feet; it was condemnation "wholly and without reserve," and that too without affording the Grand Officers an opportunity to be heard in their own defense. Notwithstanding this, Bro. Walton seeks to defend the unheard of outrage.

And here we ask, what fireman of the Brotherhood deems it just to be "wholly and without reserve, condemned" without a hearing, without a chance to explain? To be charged, tried and condemned in your absence is a monstrous wrong, and that is just what the "General Board of Adjustment," to the extent of its ability, did in its treatment of the Grand Officers.

Again, Brother Walton, who talks ceaselessly of "abuse," "vulgar epithets," etc., asks if the reader finds anything of that sort in the "document." The reader will find the following:

Section 19 empowers the three Chief Executives to declare a strike at an end, and in the event of their failure to agree, said section gives to any two members of either organization the power to declare said strike off.

This policy, we believe, leaves a *broad opening for bribery and treachery*, and furthermore, that Sections 16 and 19 establishes at the head of free and progressive labor organizations a despotic and absolute monarchy.

It may not be "abuse," it may not be in the nature of "vulgar epithets" to charge the Grand Officers of the B. of L. F. of being guilty of formulating a document favorable for "bribery and treachery," and of establishing "a despotic and absolute monarchy." Brother Walton looks with entire complacency upon such utterances. They be generous words, in his estimation, as also the following sublime peroration, the conclusion, in which is embodied a charge, and many of the figures of speech known to pyrotechnic rhetoric:

In conclusion, we wish to say, that in our opinion and with evidence at hand to abundantly substantiate the same, the policy adopted by the Supreme Council tends, in every essential particular, to widen the breach between organized labor rather than draw them closer together, and that it has placed so far beyond the reach of the rank and file the final Court of Appeals as to appear in its obscurity like a powerful Throne, conceived in the minds of men for the glorification of the minority rather than for the emancipation of the majority.

In Paragraph (6) Brother Walton continues to ask questions. We are not surprised, nor do we object. Our Brother is writing a defense of the "document" printed in the December *Magazine*. It needs defending, needs it badly and sadly. We can't defend it, and Brother Walton makes a sorry mess of it. He asks: "Upon whom did the General Board turn informer; in what capacity did they play spotter?" And just here we ask, who brought the charge, or charges, upon which the "General Board" "wholly and without reserve" condemned the Grand Officers? Answer that, Brother Walton, and you have the "informer" and the "spotter."

Some one brought the charge or charges, which secured the sentence of condemnation. The term "informer" is mild, it is not abusive, as for "spotter," it represents one who makes charges in secret, and if possible obtains condemnation "wholly and without reserve," and without giving his victim a chance to explain. "Such language," says Brother Walton "is an insult to the pages of the *Magazine*," (and now then, for the climax from the man who objects to abuse and vulgar epithets) "it is a dastardly, cowardly lie."

Now, it would be easy to say to Brother Walton, "You're another." It would be easy to retort—to be even more severe. We appreciate Brother Walton's feelings. Caught in a trap of his own setting, in a pit of his own digging withering under the exposure of a scheme concocted in *private* to injure his brothers, who entertained for him only the highest regard, he flounders about in deep water until almost drowned, and then—with gurgling accents, says "lie"

—the last words usually uttered by those who lack the courage to confess an error and receive the pardon of those whom they had sought to injure. But it takes a great big man to do that.

We now come to paragraph (7), and here again Brother Walton, metaphorically, opens his mouth and puts both feet in it. Let it be understood that a spotter is an "informer"—then the questions in paragraph (7): "By all the gods, were we playing spotter even to read the constitution of the Supreme Council? Were we not allowed to *turn informer* long enough to tell the organization of that document, that we had the courage to criticise and condemn unlawful acts."

Brother Walton ought to see that he is continually giving himself away. He demands the right to "turn informer." He, in fact, eulogizes the work of an "informer," while in a previous paragraph he condemns such language as an insult to the pages of the magazine and as "a dastardly cowardly lie." Now, paragraph (7) reiterates the charge of "unlawful acts" on the part of the Grand Officers, which received the sentence of condemnation, "wholly and without reserve." The trouble was and is that having "turned informer," after having formulated the charges and appointed a day for trial, the "General Board" should have had the courage to notify the Grand Officers of the pending cause. This was not done. The "General Board" condemned "wholly and without reserve" in "*private*." It was a shameful proceeding. It is without defense. Having done such a thing, and having been caught in it and exposed, how foolish it sounds to charge "Editor Debs" with using language in exposing the miserable business, like the outpourings of a vicious passionate nature."

After paragraph (7) there is nothing in Brother Walton's communication demanding comment, though we are glad to notice that its tone is more in consonance with the proprieties of speech, which ought to be observed. Any reference to abuse, epithets, etc., are the same old chestnuts, flung in when the writer feels weary.

The flummery about the "Knights of Labor" is of no consequence. The "Knights of Labor" is a great and powerful organization which has just perfected an alliance with the farmers of the country, and do not, we presume, require the championship of Brother Walton or the "General Board."

As for consulting lawyers, there is not a pettifogger in the land, who would not tell Brother Walton to "wholly and without reserve" condemn anybody without a hearing, would be a shameless piece of business, worthy of such men as Austin Corbin.

As for discussing the principles of government with Brother Walton, he ought to

know that one of the fundamental principles, is to give the party charged with an offense, a chance to confront his accusers, ask questions and offer evidence. When a man disputes even this unalienable right of the humblest individual, "wholly and without reserve" condemns his victim, he is in poor plight to talk about free government. In defending such proceedings he plays into the hands of the Czar of the anthracite coal regions.

We are pleased to notice a sort of a left hand approval by Brother Walton, of the proposition, that "none but fools claim perfection." It is axiomatic, and we might add in Brother Walton's vigorous language that "none but the most vain and insolent bigots, attempt" to defend a proceeding in which men accused of wrong doing, falsely or otherwise, are "wholly and without reserve" condemned without a hearing, without an opportunity to defend themselves against fault-finders and factionists; men who plot the downfall of others in "*private*" and get mad and act foolish, when they are exposed and worse still, seek to defend a proceeding that is universally anathematized by all men, except those who favor autocracy.

Brother Walton winds up by telling his readers, that "in the answer of the editor there is no argument, no reason;" that it is railery unmerited, sarcastic abuse from first to last."

There may be occasionally a sprinkling of good humored satire, a spice of sarcasm but never abuse.

The "General Board" committed a wrong; we regret it. By exposing it, we made it harmless. The *real purpose* of condemning the Grand Officers was made apparent and is now well understood.

Bring charges against men if you want to. It is a right no one denies but in the name of all that is fair and honest and of good report, do not proceed to "wholly and without reserve" condemn, without giving the accused an opportunity to be heard.

That's the question, Brother Walton. Do not shirk it. Do not seek to evade it. The General Board of Adjustment of the U. F. system did "*wholly and without reserve condemn men*"—brotherhood men, bound to them by fraternal ties, *without giving them* a chance to be heard in their own defense. This *Magazine*, true to duty, exposed the wrong, and every word uttered in defense of the outrage, only expands it to greater proportions.

WINSLOW, ARIZONA, February 1, 1890.

Editor *Firemen's Magazine*:

For the information of the membership of all the Lodges, I desire to say, that Pacific Lodge, No. 12 is progressing. We have about sixty members but they are so scattered that we do not have regular meetings. We have a 200 mile mountain Division to fire over, which is no picnic.

M. Suerle-Chicago.

TAYLOR, TEXAS, January 17, 1890.

MR. EDITOR:—I have passed the ordeal, but, alas! what a wreck of humanity remains. I am but the débris of a cyclone of sarcasm. Like the school-boy's fly, I have been *stabbed with a pen and drowned in ink*. Verily, Mr. Editor, you are the "Jack the Ripper" of American literature, from the fact that the sentiments of your "victims" are so horribly mutilated that they can not be "identified," even by their author.

When I addressed my communication to you last November, in which I had the audacity to criticize some of your plans and ideas, I fully expected to be "Russianized" in every sense of the word, even to being classed among the "Nihilists." Two months' suspense has terminated in having my expectations more than realized. But, as "Czar" of the *Magazine*, you will surely allow me space to explain why I should not be "exiled to Siberia."

Your editorial comment upon my article published in the January *Magazine* proves conclusively that as a debater you are without a peer, and also makes evident the fact that you are proficient at legerdemain, for by a "twist of the wrist" you transform the meaning of my sentences and make them appear so heinous that I shudder to think that I could have been so base as to have made such false accusations. I hand you a wand, when, "presto, change!" it becomes a writhing, hissing serpent which transfixes your audience with horror and causes them to shed great *gobs* of grief because of the apparent wounds that the "Professor" has received from the fangs of so hideous a reptile. "But if some gentleman will but step upon the stage" he will see that which our worthy Editor holds up before their agonizing gaze as a "philippic against the B. of L. F." is in reality but an intimation that it is *possible* for him to be wrong. Yes, Mr. Editor, *my* statements, with the construction that *you* place upon them, are totally at variance with all things just.

In misconstruing nearly every line of my criticism of some of your "plans" and "ideas," I hope that you have done so innocently and not with "malice and aforethought." I hope that you have been actuated by no sinister motive. If your purpose was to place me upon the defensive you have succeeded admirably. If you assumed the attitude of a martyr so as to secure the sympathy and commiseration of our Brothers, success will crown your efforts. If you have conveyed the idea that I have charged you with "treason" and have written "philippics against the B. of L. F." as a means of crushing one who dare oppose your desire to change the name of our Order, you certainly have reason to be proud. But while you have been so successful have you not exposed a "trait of character" that is hardly consistent with your standing in our Brotherhood?

I assure you that it was foreign to my intent to prefer the charges against you that you take six columns to refute. As you have published what you deem a "philippic against the B. of L. F." it is due me that I have an opportunity to explain.

When I said:

"Brother Debs is a man whom I have always greatly admired for his intelligence and his every trait of character except extreme radicalism and a lack of diplomacy"—

I was honest in my convictions. I truthfully believe that you are "Intelligent" and are the possessor of many "enviable traits of character," but I also consider you "extremely radical." *My* Webster's unabridged dictionary says that "radicalism" is "the doctrine or principle of making radical reform in government by overturning and 'changing the present state of things.'" Mr. Editor, if you are not in favor of making a radical reform in the government of the B. of L. F. and are not in favor of changing the present state of things I have wronged you, for which I apologize. I have stated that you lacked "diplomacy." Webster says that diplomacy is "dexterity or skill in managing negotiations." If you are not more of a "warrior" than a "diplomat" please include this charge in the former apology.

In the January number I say:

"Because I think that the B. of L. F. must and shall be preserved, some of 'Frank Walton's' ilk will no doubt shout themselves hoarse with cries of 'treason,' etc."

Mr. Editor, if you inferred from this that I believed you a traitor, it pains me that I should not have been more explicit. If I have written a line in which there is the least suspicion of treason to the B. of L. F. assigned to you, I implore your pardon, for it was unintentional.

Again I quote:

"This organization owes a greater part of its past success to his (the Editor's) able efforts in its behalf, but he should not permit his injured feelings to sacrifice the fruits of his labor—he should not tear down in a day what he has labored years to build up."

Do I err when I assign the authorship of our past success to you? Have I accused you of treason when I state that your feelings have been injured by the insults that have been heaped upon us by the B. of L. F.? Would you not "sacrifice the fruits of your labor"—would you not "tear down" that which you have "built up" if you should take from the Firemen and give to the Engineers the grand old Brotherhood of Locomotive Firemen? Do I write a "philippic against the B. of L. F." when I beseech you not to "tear down" a Firemen's organization to build up one for Engineers?

Mr. Editor, if I have been guilty of any of the crimes of which you accuse me a lack of perception on my part conceals them from my view. If you, with your "wheel," "rack," "thumb screw" or "red hot pincers," can "torture" out of my article a word that intimates that the B. of L. F. has injured your feelings, or that you have been a traitor to it, please point it out.

Another quotation:

"A delegate to the Engineers' Convention at Denver, and a man in favor of Federation and the repeal of all laws unjust to the Firemen, told me that the greatest difficulty they had in accomplishing their purpose was in pacifying the intense ill-feeling that existed at the convention against Eugene V. Debs."

You accept this as the only truth that I have written and seem to think that the ill-feelings against you led to the repeal of their most objectionable law. I am credibly informed that a resolution to repeal this law was defeated—completely "snowed under"—by the anti-Debs element, and not until Bro. John J. Hannahan addressed the delegates in our be-

half did they recede one iota from the position they had assumed.

I stated that our worthy Editor—

* * * "has so 'Russanized' the columns of the *Magazine* that those who differ with him fear to express their views in the Brotherhood Department, for they know full well the ridicule and abuse that awaits them."

Mr. Editor, since writing the above I have concluded to add to the words "ridicule and abuse" the word "misrepresentation," and give the *January Magazine* as my witness.

I said that—

* * * "He that dares differ on any subject is flayed with the Editor's pen."

To the process of "flaying" I will add "embowel-ing," and refer all to my sad experience for proof.

Mr. Editor, you state in your comment on my January article that you "claim membership in the ranks of 'perfectionists'." Had I known this I would not have had the temerity to have questioned your wisdom—I certainly would not have criticised you.

I believe that it is impolitic to carry on a "war" with any other labor organization in the columns of the *Magazine*, because it exposes the vulnerable points in our structure—it widens the breach that it seeks to heal and causes personal enmity between the members of the respective organizations which would not otherwise exist. By proclaiming our woes from the "house tops" Corbin, Livingston & Co. have learned that the "motive power department" of this country is in no condition to defend its rights, on account of internal dissensions. Although you have stated facts in the *Magazine* concerning our treatment from the B. of L. E., many a poor, weary fireman has shoveled an extra scoop of coal to pay for each and every word you have written. The truthful sentences that you pen while sitting in your cosy office result in vain efforts on the part of many a fireman to "cook water" on some hill side for an angry engineer. You do not perceive the insults that our Brotherhood has received more than I, but I also perceive that where once friendship prevailed personal enmity is springing up on account of disputes arising from discussion in regard to the present course of the *Magazine*. It is needless to say that in *some manner* the fireman gets the *worst of the discussion*.

The present strained position of the B. of L. F. and B. of L. E. would be greatly intensified if we should organize a rival organization. It could only result in a "war," in which the scab would take a prominent part. This would be "pleasing" to Corbin, Livingston & Co., although you say that the position I have taken is pleasing to them. On probably half of the railway systems of the country the B. of L. E. would crush its rival out of existence. They would resort to every means, fair or foul, to annihilate the new engineers' order, and on roads where an engineer can get a fireman discharged by simply "kicking" against him they would be successful. Do you not think that C. L. & Co. would take advantage of the situation, especially if they were kept posted in minute detail through the columns of our *Magazine*? You will probably say that a fireman will not scab under any circumstances. Mr.

Editor, when the spirit of revenge seizes upon a man's mind he will do anything—even commit murder.

So you think that such men as Corbin will be pleased with the position I take in the *January Magazine*? Which would please them best—for the *Magazine* to continue its present course or that it should resume the policy which you for so many years guarded with care? Which would suit their fancy most—that you should succeed in organizing a second engineers' order or that I should offer arguments that would defeat your plan?

Those of our Brothers who have the back numbers of the *Magazine* on file will please refer to page 140, March, 1886, and see what one Eugene V. Debs thinks of the *present policy of the Magazine*. He says:

*"Without the support of their engineers firemen can accomplish nothing, and the same can be said and with equal truth respecting the dependency of engineers upon their firemen. They have got to be united and act together. * * * All measures calculated to arouse prejudice and ill-feeling are vulgarly out of place. Arbitrary legislation should be avoided and the most considerate and generous legislation prevail."*

Brother Debs can criticise without fear of a castigation; he can call our Editor "*vulgarly out of place*" and not receive six columns of misrepresentation. Mr. Editor, my preceptor has been Brother Debs, and I will follow the principles that he "labored for years to build up."

Mr. Editor, I have hopes that in the dim, distant future I may regain your friendship. The day will come when you will know that I am sincere in my motives. I have the most fraternal feelings for you, that I hope will some day be reciprocated.

I see that you are highly complimentary to Mr. J. A. Phelan of late and *seem* to esteem him highly. Mr. Editor, just four summers have passed since his poor, helpless form was left withered and seared upon the sands of the desert of journalism by the scorching blast of an editorial sirrocco, of which you were the author. Column after column you poured upon his head your wrath. He has regained your friendship—why not I?

No doubt when you reviewed your comment upon my January article you thought that I would never have the audacity to reply. You pictured to yourself the ludicrous scene of me "going up an alley and kicking myself." Not so, Brother Debs! I have come to stay. Of course, if at any time I should pen a sentence that would lead our Brothers to believe that *I am the one that has been "falsely accused"* or would prove that instead of writing "philippics against the B. of L. F.," I am striving to preserve it intact, you can exercise the prerogative of your office and refuse to publish my articles; but of this, Mr. Editor, I have no fear, for that is not one of your "traits of character."

Now that the B. of L. E. has commenced to repeal the laws unjust to the B. of L. F., let us cease our bickering. That element of the B. of L. E. that is friendly disposed to us has commenced its work at the Denver convention. Let us treat them as friends and the good work will be continued at Pittsburgh, and some day the two great Brotherhoods will be *as one*, if not *one*.

W. S. Carter, of '23.

[Our Brother Carter, of "263," comes again. The fact is a source of satisfaction, inasmuch as having been "stabbed with a pen and drowned with ink," having been "Russianized" he is still alive, sound, wind and limb, ready for combat, an athlete anxious to win laurels in any arena that offers him an opportunity to display his prowess. We are not particular about sobriquets, but Brother Carter in honoring us with that of "Jack the Ripper," does himself great injustice. Our recollection is, that "Jack" never troubles men, and the victims of his knife have been only those whose habits of life were such as to deprive them of good repute. We doubt if Brother Carter, of "263," desires to go upon record as being that sort of a citizen.

Assuming that Brother Carter, of "263," is of the masculine gender, and wears whiskers, not having been "Corbinized," we felicitate him upon having had his "expectations more than realized." His letter, like a bud that blossoms, bore fruit. The frosts did not bite it, the sun did not scorch it, the hail did not beat upon it, the wind did not blow it away. He wrote it, he mailed it; we received it, planted it in the garden of the *Magazine*. We nursed it, watered it, pointed out its beauties, called attention to its delicious aroma, and placed it where it will live in perennial greenness while the years go by. This we did as "Czar of the *Magazine*." We would not, if we could, exile Brother Carter, of "263," to "Siberia." We would preserve him, but not on ice. We would not have him leave the sunny south, the land of cotton and cane, of the magnolia and the mocking-bird. Nor will we again by a "twist of the wrist" make him "shudder" at the hideous "appearance" of his "sentences." The "wand" he may hand us in the future shall not become a "writhing, hissing serpent," but shall remain a "stick," nothing more. And the audience shall retain their "gobs of grief," and "the wolf shall dwell with the lamb, and the leopard shall lie down with the kid" and the Texas steer and the lion shall eat strawberries.

We assure Brother Carter, of "263," that in the spirit they are offered, we accept every apology. It is human to err; it is divine to forgive, but life is too short to write all the pardon that ought to be demanded at our hands by those who *unintentionally* engage in the business of lampooning the editor of the *Magazine*. We are awfully human, and therefore don't always know when our dear brothers are in *earnest* or just in *fun*.

Just here let us say that Brother Carter quotes us as saying that "we claim membership in the ranks of perfectionists." The types did make us say that, but we have a lurking suspicion that Brother Carter knew

it was a *misprint*. If the types had been honest they would have made us say what we actually did write: "He (the editor) does *not* claim membership in the ranks of perfectionists," and this is deducible from the declaration immediately preceding, in which we said: "The editor of the *Magazine* does not claim to be immaculate"—that is to say "without fault." To see the consistency of this we quote (page 48).

This may be just a little cruel towards Brother Carter, but since he took advantage of a typographical "lapse," he will be *happy*, no doubt, to see the correction.

To those who feel profoundly interested in Brother Carter's literary efforts and what the editor of the *Magazine* has to say when treating them seriously, we refer them to the January *Magazine*, page 48. As Brother Carter's two letters, that of November 13th, 1889, and of January 17th, 1890, are virtually the same, we have neither time nor inclination to be serious at this writing.

The reference of Brother Carter to a "withered," "scared," "poor," "helpless form," upon the sands of the desert of journalism, is equal to the soaring genius of a Milton, a Dante, or a Byron. Brother Phelan will appreciate the coruscating effort of Brother Carter, of "263." As the cockney said of Niagara, "It's dom foine. Well got up." But when Brother Carter refers to the "scorching blast of an editorial sirocco," hyperbole, like a scared prairie dog, wiggles its tail and takes to its hole. After all, we are happy to say Brother Phelan is so as to be about, has been promoted and that the editor of the *Magazine* entertains only the friendliest *phelans* towards him. And now, as our pen is demanded for other duties, we bid Brother Carter for the present a fraternal good-bye.—ED. MAGAZINE.]

POPULAR BELIEF, Mo., January 25, 1890.

Editor *Firemen's Magazine*:

Presuming that you think the boys of No. 272 are all dead, owing to their silence, I write to inform you, such is not the case. We are in the land of the living and on New Year's eve we had our grand Brotherhood ball at Ferguson's Hall, and it was in all regards a splendid success for our first attempt at anything of the kind, but, as a general rule, the B. of L. E. boys never do anything without making it a success.

The hall was beautifully decorated by the ladies and the music was furnished by the Harry O'Brien cornet and string band of Cairo, Ill. At 9 o'clock the dancing begun and at 12 o'clock supper was spread at the Morris House, and it was sumptuous. Considering the inclemency of the weather the attendance was all that could have been expected. After supper, dancing was resumed and kept up to a late hour, when the ladies and gentlemen retired to their homes through a drenching rain; but they were not discouraged, and will meet and try it again.

C. N. Kidd.

NEATNESS.

I love to see thy gentle hand,
Dispose with modest grace,
The household things around thy home,
And each thing in its place.

And then thine own trim, modest form,
Is always neatly clad,
Thou sure will make the tidest wife
That ever husband had.

No costly splendor needest thou,
To make thine home look bright,
For neatness on the humblest spot
Can shed a sunny light.

M. Sweete—Chicago.

A New Name.

CHICAGO, ILL., January 30, 1890.

MR. EDITOR:—A new name, which I believe the Editor claims is original with him, is to say the least, not a new question with the organization, as all members may learn by a reference to the proceedings of the Minneapolis Convention. At that time the writer advocated the change of name, not with the feeling that a new name in itself would add any dignity to our Order, but with the firm belief that results would preserve it from decay or absolute ruin, which I fear would ultimately have been the outcome had not the Burlington strike suggested the plan of federation adopted by the Atlanta Convention.

If we take a retrospective glance and review the period between the Philadelphia and Atlanta Conventions, we are forced to conclude that the Order lost dignity, was fast decaying, in fact, as far as practical results were concerned, its very existence was threatened. In order to arrest this retrograde movement I advocated the change of name. While I will admit that it was what might be termed a very radical procedure, it was justifiable under those circumstances and in full accord with the first law of nature; self preservation.

Had the change been made at that time I will submit that very few of our young engineers would have deserted our ranks, as the very nature of things would have educated our members to protect the interests of this class in addition to the interests of firemen. As I write I imagine I see some young hero arise and hear him exclaim, "Let them go; the Order will be benefitted by their withdrawal." But let me say, my young brother, that I am sure you are mistaken, for I am personally acquainted with many good men who have withdrawn for the reason they were not protected, and on account of the loss of dignity caused by the policy pursued by our Grand Lodge Officers, which I will refer to at some future time.

While I claim that we were injured directly by those withdrawals, I am sure you will agree with me that the indirect injury received can scarcely be computed when we consider that they joined with the radical element of the B. of L. E. in discouraging the new firemen from joining our ranks. The results must have been very gratifying to many B. of L. E. men, for on some lines entering this city the firemen did not join us, which fact introduced a new order of things by placing a premium upon perfidy. It seemed that sucroism reigned supreme, that the ambition of those firemen was to become engineers,

no matter if they had to sacrifice all honor in order to achieve such results.

The withdrawal of so many of our members during the above named period had still another demoralizing effect, viz: It encouraged the members of the B. of L. E. who supported the exclusion policy of that Organization, to renewed hostility. Their gratification seemed so complete that they neglected to give their exclusive legislation the study it demanded. Had the circumstances been different and our young engineers remained with our Order, those B. of L. E. men would have been forced to study the question. To study the question would simply mean a repeal of their anti-B. of L. E. laws three years ago, hence, in all probability, the writer of the history of the "Q." strike might have written victory instead of defeat. In order to obviate the dangers pictured above, and to save the life of our Order, which was seriously threatened by the B. of L. E. I would have hailed with delight a new name at the Minneapolis convention. I desired a change then for the benefit of our Order in particular, and all railway organizations in general, and for this same reason I now oppose a change. Time in its flight has wrought many changes; members of the B. of L. E. who were hostile to our Order, who enacted laws with the intention of annihilating us; men who were calmly calculating the length of time required to obliterate us, have been aroused from their slumber by the battle on the "Q."; their eyes are now wide open, they perceive that to destroy the usefulness of our Order, which they might have done in the course of five or six years had not the great strike occurred, would simply place them in a position to be "Readingized," hence it is politic for them to be on friendly terms with locomotive firemen. With the friendly attitude of the B. of L. E. and federation I cannot conceive how our Order can be seriously injured unless it would be by changing the name, which simply means the creation of a rival institution to the B. of L. E. This, brother firemen, would destroy the fundamental principles of federation, viz: That all classes of employes should be thoroughly organized and cooperate with each other through federation. I believe the ultimatum is federation or burst, and any act on our part that would impede its progress or prevent its consummation would not, to say the least, be in consonance with the position we aim to occupy in the history of labor organizations. The fight on this question will be between logic on one side and eloquence on the other. The experience I have had in convention has taught me that eloquence nearly always triumphs. I could enumerate many instances in the history of our Order to prove the correctness of this statement. I believe our Grand Lodge Officers favor a change of name and as they represent the eloquence of our Order it is quite natural to fear that we will witness a change of name. This state of affairs is to be deplored, but is nevertheless true however. For once, at least, I will depend upon the good sense of our representatives in the next convention to put a quietus upon this project in order to prevent complications which would arise to the injury of all classes of railway employes. Brother firemen, if we drop the spectacles of prejudice

must be clear to us that the fireman of to-day is the engineer of the future and any injury done the position of engineer at this time, would shortly be a direct injury to ourselves. The battle between the different classes of employes is happily nearing an end; fights between individuals may continue, but as an organization seeking to dignify the position of men on locomotive engines, we cannot afford to renew hostilities.

In conclusion I will say that at some future time I may write in reference to the policy pursued by the *Magazine* during that period between the Philadelphia and Minneapolis conventions, which will be in the nature of a reply to Bro. W. S. Carter's charge that the Editor failed to use diplomacy.

Yours for the B. of L. E.,

W. E. Burns.

The new name proposition ought to stand on its merits. It ought to be discussed on its merits.

Those who discuss the question should first state the central, pivotal fact relating to the membership of the Brotherhood. This done, let the debate proceed:

1st. When the Brotherhood of Locomotive Firemen was organized its members were all firemen. Then the name was significant and appropriate. The name expressed a fact.

2d. As the years went by, members who were firemen, ceased to be firemen and became engineers; an engineer is not a fireman. Hence, when the Brotherhood has a membership of firemen and engineers it ceased to be a Brotherhood of Locomotive Firemen and the name ceased then and there to truthfully represent the membership.

3d. A hostler occupies a position between that of a fireman and an engineer, not a fireman, nor yet a full-fledged engineer. This fact adds strength to the declaration that the name, "Brotherhood of Locomotive Firemen," does not, and in the very nature of things, cannot represent the membership of the Order.

4th. It is characteristic of human nature, and there is a great deal of it in railroad employes, to be known as just what they are. While a man is a fireman he does not aspire to be called an engineer, and when he is promoted to be an engineer he does not desire to be known as a fireman.

The question has arisen, can a name be suggested which, while it concedes no principle, right or prerogative, which, while surrendering nothing essential and erecting no barriers to progress, truthfully represents real conditions existing in the Brotherhood?

This question has been answered affirmatively by the suggestion of several new names, such as "The Brotherhood of Enginemen," "The Brotherhood of the Footboard" and "The Brotherhood of Locomotive Men."

Such names, it is affirmed, meet the demand, and the affirmation is supported by

many cogent arguments based upon the facts we have stated.

If there was ever a question submitted to the Brotherhood which should be discussed upon its merits, the new name question is one of them.

The occasion and outcome of strikes, legitimately, have nothing to do with the demand for a new name. The same is true as regards the B. of L. E. and its legislation.

Manifestly Bro. Burns places the B. of L. E. in a false position. Hear him:

If we take a retrospective glance and review the period between the Philadelphia and Atlanta Conventions, we are forced to conclude that the Order lost dignity, was fast decaying. In fact, as far as practical results were concerned, its very existence was threatened.

This is simply flapdoodle. Between Philadelphia and Atlanta, the Brotherhood of Locomotive Firemen did not "lose dignity," nor was it "fast decaying."

What was it that "threatened the very existence" of the Brotherhood between "Philadelphia and Atlanta?" Was it the fact that Bro. Burns had ceased to be Vice Grand Master? Bro. Burns don't specify. We commend his discretion. It is one thing to make a sweeping charge; it is another and a different thing to prove it.

But was the charge of "the loss of dignity," the charge of "fast decaying," and the charge that the "very existence of the Order was threatened," set adrift to enable Bro. Burns to inject his panacea of a new name into the Minneapolis Convention, and by intimation, at least, claim the glory of its rescuing properties?

Bro. Burns knows, or ought to know, that the new name idea antedates his connection with the Order several years, and this fact gives piquancy to the reasons which he says he urged for its adoption at the time he refers to, not one of which has the remotest relation to the fact that the present name is not sufficiently broad to include engineers and hostlers.

Away back, to a period between "Philadelphia and Atlanta," the "new name" possessed salvation properties of most extraordinary force. It could restore "lost dignity," arrest decay, and roll back the tidal wave which "threatened the very existence" of the Order. Nor was this all. It could arrest a "retrograde movement" and keep "young engineers" in the Order.

Suddenly Bro. Burns has experienced a change of heart. He is now against a new name.

The "prestige" of the Order was maintained clean down to Atlanta. There was no evidence of "decaying," nothing "threatened" the "very existence" of the Order. Hear what Mr. P. M. Arthur, Grand Chief of the B. of L. E., said at Atlanta, when addressing the representatives of our great Brotherhood:

"I am proud of you to-night, and I can only say that if you continue to improve and increase in the future as you have in the past, nothing can prevent your success."

Mr. Arthur could see no "fast decaying" going on, no circumstance threatening the "very existence" of the "Order." He saw an Order *improving* and *increasing* to an extent that made him feel "proud" of it.

Not so with Brother Burns. He had seen loss of *dignity*, *decay* and threatened death—all of which he was going to prevent with a new name—but with sufficient dignity left to challenge a splendid eulogy from the Governor of Georgia, with so little appearance of *decay*, that Grand Chief Arthur felt "proud" of the Order, possessed of such abundant vitality that he believed the Order would live to see its enemies "mouldering in the grave." We believe so, whether within or without the Order.

Now, then, we ask what becomes of Brother Burns' charges of loss of *dignity*, *decay* and death? Does not every brother behold in these gratuitous charges purpose as foreign to the good of the Order as it is possible to conceive? Are they not mischievous vagaries unworthy of a place in a communication written by any friend of the Brotherhood? But it is this sort of literature that we are constantly called upon, of late, to scotch. The task is by no means agreeable, and is simply performed from a sense of duty to the Brotherhood.

But, suppose the charges, made by Brother Burns had the semblance of truth in them, why recite them, when, as he confesses, they are past and gone?

We can inform Brother Burns, when he says, "I believe our Grand Officers favor a change of name," that Grand Master Sargent, is, and has been from the first, a pronounced opponent of a "change of name."

Brother Burns, "in conclusion," says: "I will say that at some future time, I may write in reference to the policy pursued by the *Magazine*," etc.

Come right along Brother Burns, you are just the man whom we shall be more than happy to welcome to the arena. Don't say you "*may write*," say *you will write* and then write. You shall have a hearing. If you haven't "eloquence," give us some more of your "logic," such as you put into the communication of January 30th, or, something more forcible would be preferred. "The policy pursued by the *Magazine*" under our charge, is an inviting theme, and you are welcome to attack it, and the sooner you do it the better we shall like it. One thing you will find before you get through with your job, will be, that the *Magazine's* policy is not to write down the B. of L. F., that it has not observed loss of "dignity," that it has not been alarmed by evidences of *decay*, nor seen anything to *threaten* the *existence* of the Order.

You will find that the *Magazine* has not drawn upon its imagination for "young heroes," but has found plenty of them in the ranks of the Brotherhood to talk to, indeed, we assure you, Brother Burns, if you want to distinguish yourself in the way designated, choose the referee and bottle-holder and begin the work; you shall have all the gate money, and all the glory you can achieve.—ED. MAGAZINE.]

COLLINGSWOOD, OHIO, Jan. 23, 1890.

Editor *Firemen's Magazine*:

I request room in *your Magazine* to congratulate Brother Carter of 263 for having had manhood enough to assert his views in the face of the fiery ordeal of the editor's pen. He has hit my idea very nearly, but expressed it in better shape.

I also want to ask Geo. De Forrest why it is that so many of the B. of L. F. members (on the U. P.) go to the U. P. E's Magazine for room to write, if it is not because they cannot be heard in *our own organ* without great abuse?

Yours,

W. H. Cross, 183

I also want to know why the old cover was so good enough for the *Magazine*? W. H. C.

Brother Cross is the brotherhood fireman who announced in the November *Magazine* that "The B. of L. F. was organized for a *Breeding Pen*."

Words are said to be signs of ideas. In using the term "breeding pen," we have Brother Cross' ideas. A "pen" is a small enclosure for beasts, cows, sheep, swine, etc. and therefore, we hear the terms frequently "pig pens," "sheep pens," "cow pens," &c. Brother Cross it occurs to us was strangely unfortunate, when he applied the term "breeding pen" to the B. of L. F. We supposed that Brother was careless, was in a hurry, did not have time to consult his lexicon, but it appears that he was really in earnest, and that he sticks to it, and is greatly obliged to Brother Carter, who he surmises regards the "breeding pen" suggestion as a happy thought, but we doubt very much if Brother Carter will feel very highly complimented by the intimation that he too regards the B. of L. F. as a "breeding pen," or a "pen" of any sort. Brother Cross ought to see that he made a mistake, and long ere this, he ought to have modified his language. He fails to see that he has given the Brotherhood a "new name" that he has made it possible for other organizations to apply to our Brotherhood as an odious sobriquet.

Brother Cross asks Brother De Forrest "why it is" that so many of the B. of L. F. members on the U. P. go to the U. P. E Magazine for room to write? The term "many" probably means *one* possibly two—that's all, and whether one or two, they have gone to the U. P. E's Magazine to *write* for the purpose of injuring the B. of L. F.; but with all their malignity they have *not* yet

denounced the B. of L. F. as a "breeding pen." Brother Cross should remember that Christ had his *Judas*, and Washington his *Benedict Arnold*—and that ought to satisfy him.

Brother Cross does not seem to be happy, and says "I want also to know why the old cover was not good enough for the *Magazine*?" Possibly the reason why is akin to the reason why Brother Cross changes his coat sometimes, or his hat, or his shoes, or washes his face, or his feet, or changes the cut of his whiskers. Brother Cross must see that we are disposed to respond, but we do not expect to escape the stereotyped charge of "abuse." Brother Cross is always welcome, but he must permit us to correct his mistakes, even though we may not in such labor of love win his approval.—[ED. MAGAZINE.

CHICAGO, ILL., January 14, 1890.

Editor Firemen's Magazine:

I take pleasure in writing a few notes for publication. Brother John F. Doyle, Secretary Chicago Lodge, No. 35, by the death of his father has become I think the richest man who belongs to our Brotherhood. On November 14th, 1889, Brother Doyle's father died possessed of a large fortune, leaving a wife and two children, a son and a daughter. His estate is valued at \$125,000, consisting of real estate, one block from our new Board of Trade Building, and 17,000 dollars in life insurance policy, all of which has been paid. As a consequence, Brother Doyle's share is \$50,000. I wish to say that Brother Doyle's father was the man who used to furnish the delegates to conventions, who passed through Chicago, with free transportation on the omnibus line, of which he was the Superintendent, and which is run under the name of "Frank Parmlee's Omnibus Line. He never allowed his employees to charge Brotherhood men who showed their traveling cards.

Brother Doyle is to be congratulated upon his good fortune. He is a noble, free-hearted boy, who says he will do the next convention justice and help Brother Leavitt, our delegate, to get there.

Yours fraternally,

W. R. Stewart.

In memory of Ada May and Charles Lambert Davis:

These lovely buds, so young, so fair,
Called forth by earthly doom.
Just came to show how sweet a flower
In Paradise would bloom.

Ere sin could harm or sorrow fade,
Death came with friendly care.
The opening buds to Heaven conveyed.
And bade them blossom there.

One by one earth's ties are broken.
As we see our love decay,
And the hopes so fondly cherished,
Brighten but to pass away.

One by one our hopes grow brighter
As we near the shining shore,
For we know across the river
Wait the loved ones gone before.

G. E. C.

TORONTO, ONT., February 1.

Federation.

MR. EDITOR: Federation—a good, strong word, is it not? a word which not only conveys the idea of union, but also of strength. Ever since the time that we have any authentic history of mankind, we find them joined, or federated for mutual protection and advancement. Among the most ignorant and uncivilized people of the world, we find that instinct and reason combined have taught them that they must band together or perish. Out of this union come strength and peace, and with them come industry, genius and enlightenment, till those people are no longer an uncivilized tribe, but a civilized nation.

If, when the thirteen colonies rebelled from the authority of England, one of these colonies had alone rebelled and attempted to gain an acknowledgment of her rights, do you suppose it would have been successful? But when they federated, and said, We will have our rights—we will fight for them, they got justice in the end, which, without federation, would never have been obtained. Patrick Henry did not say, Virginia must fight, but, "I repeat it, sir, we must fight." And that is just what the labor organizations of to day must do; not, however, with the knife or pistol, but with all the mental and moral force which can be brought together. Like the uncivilized tribes and the colonies, we must federate, and grow strong, or stand jealously aloof from one another, and fall.

If a difficulty arises between labor and capital, the right being with labor, the people will quickly recognize the fact, and we have the moral force. Educate the laboring men, and you give each of them the mental force. Join all the mental power together, and you have the mental force to join with the moral; and these two factors in the hands of tens of thousands of workmen, will win the battles of labor as nothing else can. "Oh, impossible," cries the mock agitator, "it never can be done; workmen differ so in occupation and wants that it would be impossible, impracticable to unite them." What if their occupations do differ? Is it not to the benefit of the man that makes the hammer, that he who uses it should receive fair wages for his work? Certainly it is. Should the man who uses the hammer only receive enough wages to barely support himself and family by practicing the strictest economy, he needs must use the old tools as long as he can possibly make them do, and as it is with him, so it is with the rest of his craft. The tool market is glutted, the business is dead. The mill owners say, "We must shut down, we are losing money; we must shut down for ninety days, or cut the men's wages 10 or 15 per cent." So you see the tool makers suffer by the poor wages of the tool users. "Oh," you say, "this is just drawn for the occasion." Is it? If the farmer receives a good price for his products, he can afford to buy new farming tools as he needs them, and many household luxuries and necessities which he cannot spare the money to buy when prices are down. Thus good prices to the farmer cause the merchant to bring on more goods, and the tool makers to make more tools; the railroads, too, run more trains to accommodate their increased traffic. Therefore, the

prosperity of one set of tradesmen has been the prosperity of many.

Monopolists find it beneficial to unite in trusts and combinations to force lower prices for labor and increase the cost of living. Is it not beneficial to the laboring people to unite to resist these unjust demands and measures?

Let all organizations maintain their individuality, as has been done by the three federated orders, and follow the plan advocated by the able editor of the *Magazine*, of a general board forped of members from each member of the federated body. As a little leaven leaveneth the whole lump, so the federation already commenced will eventually spread to all labor organizations.

Aristocracy of labor in this country must fall. Its day is done. Where an organization wins one battle alone it will lose ten; and the day is drawing near when one cannot win at all. As long as there is a variance between certain labor organizations, just so long will their work be fruitless, for one will defeat the other. "United we stand, divided we fall," and once let organized labor fall with a crash, and who will ever lift it up again and place it in its old place of power before the world? Bury the past—it is dead; the present and the future demand our attention, and must receive it.

Let Federation be your watchword, Justice and Equity your laws, and Arbitration your court in which to settle all disputes, which may arise.

X. Q.

LOVELAND, IOWA, February 6th, 1890.

Look and Live.

MR. EDITOR:—Success! The way to be successful is to try—keep up with the age. Make a mark—try to reach it. Doubtless our editor has made his mark and is endeavoring to reach it by advocating the change of our name. Why? Let us look. When a fireman obtains a situation on a railroad he looks ahead for promotion to the position of engineer. I hope there is not a member of the B. of L. F. who is a fireman who does not aspire to be an engineer. If there is such a member, we should vote to expel him.

Can you see any advantage in belonging to the B. of L. E. after you become an engineer? Yes, say you. We will experience it in traveling, which is the only weapon they have to fight with. As the firemen are all workers for the interests of the Order we succeed in getting members. Are we done after securing them? No, a thousand times no. We must keep them. The rule works just the same in a Sabbath school, of which I am superintendent. We want to get the children (firemen) in and keep them by educating them into the church. Should we change our name, it would be for the express purpose of retaining our members, which no man can object to unless he is in sympathy with the B. of L. E.

While I am still writing on the first word, "Look," can you not see away—a far? Look sharp. Can you see the mighty host marching to the front with banners flying and inscribed "Brotherhood of Conductors," with whom we are on friendly terms? Don't infer from this that I am fighting the B. of L. E., but just ask any reasonable thinking Q. striker if we did not have the strike won when P. M. Arthur

says, "Santa Fé men, go back to work?" I hope Mr. Arthur will remember that the greatest man on earth came from the lowly, and remained among them doing good until his death on the cross. How nice it is to drill up our men and then hand them over to Mr. Arthur. He has captured some of our best men and just the same the other way, men who were expelled from our Order he gladly picked up. I will say to Brother Carter, of Taylor, Texas, better go fire for Mr. Arthur. The men who love the B. of L. F. are the men who work for its interests.

A few words about 43. L. Mooney is in Taylor, Texas; John Blair, Nashville; John Carson, New Mexico; C. Christopher, Omaha; Jno. Toohey, Utah; C. Dorsey, Minnesota. See where P. M. has got the boys. But the G. I. and Santa Fé furnish No. 4 with good material. Mr. McNeil, of the Grand Island Ry., deserves to be remembered by the B. of L. F. for kindness shown a representative of No. 43, and our late Bro. P. H. Kelly, of No. 320.

In conclusion I can say: Hurrah for the Grand officers. W. E. Sullivan.

MOBERLY, MO., February 1st, 1890.

Editor Firemen's Magazine:

You will no doubt be somewhat surprised to receive a letter from a fireman of Anchor Lodge, No. 54. I have, in fact, been anxiously waiting to see if some other brother would take a spare moment to drop a few lines in regard to 54. Anchor Lodge is one of the booming lodges of the West. She has nearly 100 members, and has candidates to initiate nearly every meeting.

New Year's Eve was the fixed time for our ball, and, as usual, it was one of the leading balls of the West. It was well attended, and well enjoyed by those who were present. It would take too much space to give any further account of the ball, and will only say it was a great success.

Now, Mr. Editor, in regard to the question, how to manage a husband. I have just put the question before my wife. I told her that some writer would like to be informed how to manage a husband. She promptly replied, "Let them do as I did." "How was that?" I asked her. "Give them enough room and they'll thank themselves," was the reply. This is not satisfactory to the writer, I would like to know, as I am expecting to visit my mother-in-law soon, and probably can get better information from her on this subject, as she has had six different ones and it seems that she managed them all pretty well. Hoping to hear some more opinions on this question, I remain, as ever,

McGINTY.

ASHTABULA, O., January 26, 1890.

Editor Firemen's Magazine:

I just want to say that Western Reserve Lodge, No. 248, is composed of the boys on the P. Y. & A. A. A. J. & F., and that they are all good men who take an interest in the B. of L. F. Our engines on the A. & F. are large six wheel connected with 24-inch cylinders, and are anything but pleasant to fire.

There have been about fifteen of the boys to go to the right hand side within a year, and we have all made good time. Our runs are from Ashtabula to Youngstown.

Yours fraternally,

H. S. B.

Editor Firemen's Magazine:

"Long heads may thrive by sober rules
Because they think and drink not;
But headlong are our thriving fools
Who only drink and think not."

After the close of the Toronto convention I took occasion to express my views on certain matters relative to the selection of delegates by Subordinate Lodges. I also took it on myself to denounce, through the columns of the *Magazine*, a certain system of hero-worship which had been fostered and encouraged for a purpose by some of the then Grand Officers of the Brotherhood.

From that time to the present I have been a close observer of the drift of events and have not allowed symptoms of this tendency to escape me. I admit I have been isolated to a lamentable degree so that opportunity for extensive observation was denied me. Nevertheless I have seen enough to convince me of the fact that such hero-worship still exists and is fostered and encouraged by those who expect to profit by it. What I said then about the childish fancy of the weak-minded and unthinking that the Brotherhood of Locomotive Firemen was depending for its existence on the retention of any one man or any coterie of men in the Grand Lodge offices, could with equal propriety be uttered to-day.

Out upon such confounded nonsense! The Brotherhood has long since ceased to be a suckling babe and can live, prosper and advance, guided by the aggregated average of its own intelligence. It is not dependent on the meteoric glare of any transcendent genius, but has that in itself which lights its course.

When the Philadelphia convention had appointed the Grand Officers a committee to revise the Constitution and By-Laws of the Order, "X. L. C. R.," through the *Magazine*, commended the wisdom of that act. I had withdrawn from the *Magazine* when his communication appeared, but I induced my admired personal friend, "Sprague," to take the matter up and controvert "X. L. C. R." He did it ably and well, heartily denouncing the transfer of the legislative power from the convention to the Grand office, and lucidly pointed out the dangers of such a course. I endorse every word and sentence of that excellent letter, and add that the Atlanta convention blundered equally as bad as her Philadelphia sister when she appointed none but Grand Officers as a committee to bring about federation.

This shirking of responsibilities is dangerous and reprehensible. The conventions should never seek to shift its legislative functions onto the executive department of the government of our Order. Those who are deputed to execute the laws should not be permitted to make them; otherwise free government is at an end. Advice and suggestions coming from the executive head in annual report it is well to consider and digest; but the conception, the framing and formulation of laws should be attended to by the convention as the only authorized legislative body under our Constitution within the Brotherhood. The rank and file should have been represented on that committee appointed at Philadelphia; the rank and file should have been represented on that committee appointed at Atlanta. It were well

enough to have the Grand Master a member of that committee because of the position he holds relative to the Protective Department, but the other two should have come from among the active working members of the Order. This transfer of functions and blending of the legislative with the executive is bound to have a demoralizing effect on the entire Order, and the effect will be twofold in its nature.

On the one hand those who have shirked their duties become careless of results and do not burden their minds with thoughts relative to the laws of the Order, content to abide by whatever Providence and the geniuses see fit to impose on them. In this manner a lot of dependent, thoughtless and passive neuters are engendered, those qualities most essential to the perpetuation of free government are weakened or destroyed and the way is paved to the usurpation of power and prerogative.

On the other hand are officials who see themselves looked upon as prodigies, all-wise and far-seeing, deputed to transact all business pertaining to the Order, legislative and otherwise; is it any more than natural that they should become egotistic, jealous of interference and furlous at criticism? It is only by keeping the law-making power close to the active working members; maintaining a healthy, independent spirit—though not capacious or over-meddlesome—quick to discover wrong, and enter vigorous protest against injustice, that honest government can be secured to us.

No administration will be just, economical or efficient unless the general opinion requires that it shall be so. The possession of power easily demoralizes the best and wisest of men and they will not long remain efficient or honest who are not made to feel and fear the force of general indignation. I want it distinctly understood that I am not making an attack on our Grand Officers. I have no desire to injure them or create any feeling of distrust in the minds of members. I have no wish, hope, or inclination to detract one iota from their actual merit as officials. I speak not of them. I am dealing with symptoms and tendencies and refer only to officials because in the nature of things they have become connected with my subject. If the mind of any reader is so obtuse that it cannot comprehend this distinction I pity its scope. Before closing this part of my letter let me quote a description from Swift's *Gulliver*: "In choosing persons for all employments they have more regard to good morals than to great abilities; for since government is necessary to mankind, they believe that the common size of human understanding is fitted to some station or other; and that Providence never intended to make the management of public affairs a mystery to be comprehended only by a few persons of sublime genius, of whom not more than three are born in an age; but they suppose truth, justice, temperance and the like to be in every man's power, the practice of which virtues, assisted by experience and a good intention would qualify any man for the service of his country. But they thought the want of moral virtues was so far from being supplied by superior endowments of the mind that employment could never be put into such dangerous hands as those of persons so qualified; and at least that the mistakes

committed by ignorance in a virtuous disposition would never be of such fatal consequence to the public weal as the practice of a man whose inclinations led him to be corrupt, and who had great abilities to manage, to multiply and defend his corruptions."

In the December *Magazine* much space is consumed and some vigorous language exhausted because of a certain document therein published which emanated from the General Board of Adjustment of the U. P. R. R. relative to federation. The said document is referred as a "ridiculous but innocent ukase;" if so, why so much foam and sputter?

One point I wish to make. By way of introduction to that document and comments thereon the writer says among other things: "We write for the purpose of defending against misrepresentation the laws of the Brotherhood." More follows in like strain, and much that will not bear repetition about "informers," "spotters," "hangmen" and other bad people whom we have no desire to become acquainted with and who, to tell the truth, have no business being introduced into such company. When I read about this "rebellious faction" on the the Union Pacific, I at once dug up my Constitution and By-Laws of the Brotherhood of Locomotive Firemen to see wherein they had been guilty of rebellion and misrepresentation of law, and I failed to find a single sentence in the Constitution relating to the matter. Neither is it provided for in the Laws of the Protective Department or in the Ritual. Those are the only laws the Brotherhood of Locomotive Firemen is governed by, those are the only laws enacted by our legislative body, to which as Brotherhood men we owe allegiance. They have not been transgressed or tampered with; then where is the rebellion and misrepresentation? You, gentlemen, were appointed a committee to present federation in a tangible form to other organizations of railway employes and given power to perfect an organization should other Orders be found in accord. The convention you were appointed to represent stated clearly and distinctly what orders were to be federated with and in what manner. Of course, it would be absurd for any one Order to say how the several Orders mentioned were to organize and compel all to accept its single formula. That would be an insult to the intelligence of the other and they would be justified in resenting it even to the end of no federation. All constitutions emanating from assemblies of divergent views are the results of compromise. There must be mutual concessions and yielding or there can be no progress. But when the work is completed and given to us as the sum total of the intelligence centered in its construction: as reasoning mortals we are at liberty to judge it on its merits and accept or reject it according to our convictions and as the majority may determine. The Brotherhood of Locomotive Firemen did not pledge itself in advance to abide by whatever might emanate from that federation convention. To have done so would have been madness of the most malignant type. It was pledged though, by adoption to a certain plan of federation which if perfected and made the governing law of the federated bodies would be binding and in full force. But inasmuch as that plan was

rejected and another of different complexion and import adopted it has no force or effect as *Law* on the Brotherhood of Locomotive Firemen, notwithstanding the signatures and Grand seal attached, until such time as a convention of the Brotherhood ratifies the action of its committee. You have made a *Treaty* which does not become *Law* on your mere *ipse dixit*; and cannot rise to the dignity of a law until passed upon by a convention. You would have just as much right to tell us the Constitution you had drafted in accordance with the wish of the Philadelphia convention was the law of the Order before it was passed upon at Minneapolis. You had just as good ground to stand upon then as now and your position would have been equally as tenable. Let me ask you a question, Brother Sargent. In the present chaotic state of your Federal organization, should the switchmen strike, and lawfully, according to the new system, their action being approved of the Supreme Council and all the dogs of war unchained, could you, as Grand Master of the Brotherhood of Locomotive Firemen and head of its Protective Department, legally use any of the money contributed to that fund to sustain such strike? I mean as things now stand. I am convinced that I owe no allegiance to the Supreme Council and I will refuse to look on the U. P. men as rebels until some future convention ratifies this mere shadow of a system of federation.

T. P. O'Rourke.

[First it snow, then it thaw, then it blew, then it friz.]

—Byron.

We have read Bro. O'Rourke's communication with refreshing gusto. It reminds us of a boarder's comment on his dinner when he said "everything was sour but the vinegar;" but Bro. O'Rourke's vinegar is sour.

Beginning at Toronto he saw a "certain system of hero worship fostered and encouraged for a purpose by some of the then Grand Officers of the Brotherhood," and Bro. O'Rourke "took it upon himself to denounce this hero worship." How successful Bro. O'Rourke was in doing away with this "hero worship" on the part of the representatives of the Brotherhood he does not inform his readers, but we infer from what he says that his achievements were not entirely satisfactory.

From Toronto to Philadelphia, from Philadelphia to Minneapolis, from Minneapolis to Atlanta, and from Atlanta to the writing of his communication, Bro. O'Rourke says he has been "isolated to a lamentable degree," he has been "denied opportunity for extensive observation," and yet, all the way from Toronto "to the present" he has "been a close observer of the drift of events," and has "not allowed symptoms of this tendency (hero worship) to escape" him. Lamentably "isolated," still Bro. O'Rourke has watched "symptoms with ceaseless solicitude." This tendency to hero worship must be stamped out, eradicated, root and

branch, or the Order will go where the woodbine twineth.

It is easy to see that Bro. O'Rourke has been greatly vexed over the diseased condition of the Order. His "denunciation" had no effect, for he says "hero worship still exists." Bro. O'Rourke has "denounced hero worship" for the benefit of the members of the Order afflicted with "childish fancy," for the benefit of the "weak-minded and unthinking" members who favor the retention in office of "one man," and that "one man" is not of Bro. O'Rourke's choice. We say, with Bro. O'Rourke, "out upon such confounded nonsense." This ceaseless maligning the Brotherhood, this reference to the membership as "weak-minded and unthinking" is something worse than "nonsense." It is the outgrowth of envy that "hates the excellence it cannot reach."

Bro. O'Rourke continues his dissertation as follows:

When the Philadelphia Convention had appointed the Grand Officers a committee to revise the Constitution and By-Laws of the Order, "X. L. C. R.," through the *Magazine*, commended the wisdom of that act. I had withdrawn from the *Magazine* when his communication appeared, but I induced my admired personal friend, "Sprague," to take the matter up and controvert "X. L. C. R." He did it ably and well, heartily denouncing the transfer of the legislative power from the Convention to the Grand office, and lucidly pointed out the dangers of such a course.

In the foregoing, Bro. O'Rourke, as usual, is mistaken. His purpose is to arraign the Brotherhood and make it odious in its own eyes and in the eyes of the world. Bro. O'Rourke still further says: "The rank and file should have been represented on that committee appointed at Philadelphia." Here we have ignorance to a lamentable degree or deliberate perversion of the facts. Does not Bro. O'Rourke know that a *majority* of that committee were selected from the "rank and file;" that the Grand Officers were merely advisory and could not adopt a single section or clause without the consent and approval of the "rank and file" members of the committee?

Again Bro. O'Rourke says: "When the Philadelphia Convention had appointed the Grand Officers a committee to revise the Constitution and By-Laws." What are the facts? The committee to revise the Constitution and By-Laws, appointed by the Philadelphia Convention, was constituted as follows:

GRAND OFFICERS.	"RANK AND FILE."
F. P. Sargent, G. M.	Wm. Hugo.
E. V. Debs, G. S. and T.	C. W. Gardner.
	W. E. Taylor.

It will be observed that the Grand Officers were not the committee; that the untitled membership were in the majority, and that the charge falls to the ground without one fact to support it.

Manifestly one of Bro. O'Rourke's hallucinations is "hero worship" in the Order.

Another is the "rank and file," whom he styles "weak-minded and unthinking," and then says they are not properly recognized. Still another vagary which has taken possession of Bro. O'Rourke is, that the Conventions delegate to the Grand Officers legislative power. No such delegated powers were ever conferred upon the Grand Officers nor exercised by them. The work of the revision committee, appointed at Philadelphia, was ordered by the Convention to be submitted to the next Convention at Minneapolis, subject to the approval of that body, and was so submitted, and so much of the work as was adopted and became the law of the Order, was done by the representatives in Convention assembled. Why misrepresentation? Why seek to falsify the record? Why seek to make the *Magazine* the sewer through which a muddy stream of ignorance and stupidity, venom and malignity may flow? Is it for the purpose of seeing if the editor of the *Magazine* will permit it to go unchallenged and unrebuked? If that is the purpose, those who are animated by malevolence, are welcome to their trophies. While we are in charge of the *Magazine*, those who insult and malign the Brotherhood, shall not escape exposure.

The great body of the Brotherhood is made up of men who deserve ceaseless commendation. They are loyal to law and order. They work, they watch, they pay. They are not men of "childish fancies," they are not, as Bro. O'Rourke says, "weak-minded, unthinking" men. They do not deserve such insults, such ribald denunciation, nor shall it be heaped upon them while we are in charge of the *Magazine* and escape such excommunications as it deserves. The men whom Bro. O'Rourke stigmatized as "weak-minded and unthinking," are his peers intellectually, and in earnest solicitude for the good of the Order; are examples of honest endeavor, which, were Bro. O'Rourke to follow, would be of incalculable benefit to him.

Bro. O'Rourke having charged that at the close of the Toronto Convention he had discovered a "system of hero worship fostered and encouraged for a purpose by some of the then Grand Officers," and having charged that the "hero worship still exists," and upon this "hero worship" having based his entire superstructure of misrepresentation and detraction; having exhausted his stock of censure, having disparaged everything and aspersed everybody; having classed the members of the Brotherhood as "weak-minded and unthinking," a herd of degraded hero worshipers, poor creatures of "childish fancies," he says: "I have no desire to create any feelings of distrust in the minds of members," and he wants it "distinctly understood that" he is "not making" an attack on the Grand "Officers,"

and having said this, he quotes in support of his declaration from Gulliver's travels.

Bro. O'Rourke has evidently studied Gulliver to advantage, and has adopted the policy of the people of the "Kingdom of Tribenor." First suspect of "fostering hero worship," for instance, then boldly accuse of the plot, then write it out for the *Magazine*, and get the victim "in chains," if possible. But be certain to say, for the benefit of those who are "so obtuse" that they can't see the plot, that you are not making war upon the Grand Officers, but simply "dealing with symptoms and tendencies," and in support of the dodge quote Gulliver, the monumental liar of the ages. That sort of a thing is the way to advance the interests of the Brotherhood of Locomotive Firemen. Bro. O'Rourke has not set the Grand Lodge on fire yet, and if he should, we hope he will let it burn, rather than resort to Gulliver's method of extinguishing the fire in the palace of the King of Lilliput.

Bro. O'Rourke, drawing his inspiration from Gulliver, is of the opinion that to keep an administration "just, economical and efficient it is necessary to apply the force of general indignation." If this is not done Bro. O'Rourke is of the opinion no administration will long "remain efficient and honest." Now, here are declarations eminently characteristic of a class of men who are honest because a whip is suspended over them, and handcuffs and prisons are in sight. They are men who never had any faith in their fellowmen. They have no more conception of the virtue of inherent, inborn integrity, honesty, than so many paving stones. Cold, callous, suspicious; they measure others by the low standard by which they measure themselves, and declare "*they will not long remain efficient or honest, who are not made to feel and fear the force of general indignation.*" "General indignation" is general anger, wrath, ire, resentment, fury, rage, exasperation, and to create this general indignation against the administration of the affairs of the Brotherhood is the reason why Bro. O'Rourke writes to the *Magazine*. And yet, he says, "I want it distinctly understood that I am not making an attack on our Grand officers."

Bro. O'Rourke refers to the "ukase" of the U. P. Board of Adjustment. If he thinks too much has been said about it, why does he "sputter?" "Informers" and "spotters" will do, but "hangmen" is a creation of Bro. O'Rourke, and as for the rest, we have this to say, that the action of the U. P. Board of Adjustment in arraigning the Grand Officers for their action in the matter of federation is indefensible. The Atlanta Convention gave the Grand Officers power to act, and in their action they did not transcend the power conferred

upon them, this much for the purpose of introducing the following to Bro. F. P. Sargent, Grand Master, and to which we append Grand Master Sargent's reply.

Let me ask you a question, Bro. Sargent. In the present chaotic state of your federated organization should the switchmen strike, and lawfully, according to the new system, their action being approved of the Supreme Council and all the dogs of war unchained, could you, as Grand Master of the Brotherhood of Locomotive Firemen and head of its Protective Department, legally use any of the money contributed to that fund to sustain such strike? I mean as things now stand—

(Emphatically, Yes! F. P. Sargent, G. M.)

The "present chaos" alluded to exists nowhere except in Bro. O'Rourke's mind. That there are those who are opposed to federation as established at Chicago in June last we cheerfully concede, but they are a very small minority of the membership, and wholly incapable, were they so disposed, of inaugurating chaos. The Brotherhood as a whole is harmonious, united, self-reliant, self-poised; entirely free from "symptoms" of chaos or decay.

The revision committee were instructed to revise and report. The committee on federation was empowered to act—to inaugurate federation. This has been done. Three brotherhoods federated. They are bound by the action of those to whom they delegated the authority to act. Anyone of them can withdraw from the Supreme Council and thereby declare against federation but until such withdrawal, they are bound by the action of the Supreme Council.

Bro. O'Rourke says, "I am convinced that I owe no allegiance to the Supreme Council." This he can say with impunity, but should circumstances occur of a character to test his allegiance, he would acknowledge it and respond, or he would go out of the Brotherhood. Bravado, bluster, rant, would be of no avail. Bro. O'Rourke would be retired and again permitted to "isolate himself" to any degree agreeable, and we should indulge the hope, that should he ever come forth again it would be when the mellowing influences of years and meditation, had taught him, that the era of "general indignation" to make men "efficient and honest" had passed away; that "hero worship" was a myth, and that the men of the scoop and throttle are not the "weak mind, unthinking" imbeciles he thought them when he last observed "symptoms"; that the Brotherhood which they manage has marched steadily forward in spite of croakers, and will live and flourish when they are dead and forgotten.—ED. MAGAZINE.]

Union Meetings.

Union meetings will be held as follows: Sedalia, Mo., March 17th; St. Joseph, Mo., March 19th; Elmira, N. Y., April 6th. The Grand Officers will be in attendance and all members of the Order are cordially invited.

ROCHESTER, N. Y., November 17, 1889.

Editor Firemen's Magazine :

We have heard considerable from No. 99 of late, but it has all been from the R. and P. side of the house, and while glad the R. and P. boys are awake, for they are first-rate fellows. I will try to give a little general information. No. 99 is situated in this pleasant little city of Rochester. She numbers nearly 100 men, under Capt. Pruyn. Ed makes a first-rate Master, as is evident from his constant reelection to that office. He is and always has been a hard worker, and while popular in the Order is even more so in the temperance cause now booming in this city. Brother Walter Couch is our Scribe, one of those kind who will answer a communication or attend to any other business promptly—one of the kind it would be well if every lodge in the Order could have his counterpart. He is in the employ of the Postoffice in this city and is well known and liked. As an appreciation of his faithful and unremunerative service, the boys lately presented him with a very pretty B of L. F. badge, which he wears on the heart side of his vest. Kingsley is our money man. He is a fireman runner, and is sure to be around the lodge at least every three months, but we excuse men who are in the rounds on the New York Central. He gets a little hot-headed at times, but he is an awful nice fellow, and one we trust.

Lute fires passenger—tall, lean and dark, full of the "old Nick," but with lots of good sense and judgment. He takes nearly all the coal prizes on the R. and P., and seems to be a kind of expert in his business. Johnny Ward has been back from the West but a short time. He is also an engineer, and considered a good, sound, smart, sensible fellow—a good colleague for Pruyn in running the Lodge.

Oh! by gosh, I nearly forgot Harvey. Harvey has taken unto himself a wife, one of Rochester's belles and a lady of influence and wealth. We got the cigars.

We are doing well now, both in point of numbers and money, and are just recovering our lost balance, having had a little difficulty in our money matters—"another man gone wrong," shaped like a receiver. We are also listening to the last echoes of the "Q" strike, and are calling down forcibly men who received favors during that little difficulty.

Our attendance is fair and improving. We attempted the fine system here, but it was "no go." New York boys do not stand that kind of business, and we think it must be a very strange specimen of a man who will either be compelled to go to lodge or submit to be questioned as to his absence. At any rate, had this law passed here it would have ruined the Lodge, for although it is a "hard nut to crack," it is none the less true that the Brotherhood is hardly a necessity here, and is at times a barrier to a man's promotion. Rather do this, boys, instead of fining men: Make your Lodge rooms places of interest and entertainment. The time card is a good subject to discuss. The Locomotive, not hammer blow, is a good subject. Let the Brothers bring in essays on the machine and its parts. The boiler, firing and running an engine, are also good subjects

for discussion. Study these matters; bring in authority on these subjects and you will surely find out how little you know, but what you must find out to be an intelligent workman.

As for a change of name—we have canvassed this matter pretty thoroughly. Our boys, engineers and all, are not in favor of it, and they certainly give just as good reasons in the negative as have ever been given in the affirmative; but some want it, and it is very liable to be, so long as the present miserable and unjust system of representation in convention is endured, for the Lodge of two hundred men has no more to say than one of fifteen; but, boys, all the gabble in the *Magazine* for and against this subject amounts to bosh—you only lay yourselves open to ridicule and criticism. Attend to the matter in convention; send men who are sound thinkers—men who have a mind of their own. By no means send a man who has been there before. Instruct him well before he goes, that he may vote for his Lodge and not for himself on such points and you may get results satisfactory to the Brotherhood at large, and do away with a great deal of this undertone kicking that goes on after the laws are passed and put in force. But this will do—suffice it to say that No. 99 is all right.

Fraternally,

N. Y. C.

HOLINGTON, KAN., December 30, 1889.

Editor Locomotive Firemen's Magazine :

I shall be thankful for sufficient space in our valued *Magazine*, to say to the Brotherhood at large that Brother N. B. Scrogins has been in the employ of the Missouri Pacific R. R. for a number of years and has given entire satisfaction. His employers have discovered in him those qualities which merit promotion, and now, from hostler, he has been promoted to the honorable position of engineer. Since Brother Scrogins has stepped to the throttle, we, his friends and brothers, join in wishing him success and prosperity. He is a member of Long Division, No. 397, and his brothers of the foot board, are proud to know that one of our number has been promoted.

Yours fraternally,

J. H. M.

PERU, IND., January 5, 1890.

Editor Locomotive Firemen's Magazine :

Echo Lodge, No. 157, B. of L. F., gave its fourth annual ball on New Year's Eve, which met every expectation, and by all was pronounced a success. The arrangements were of a character to reflect great credit upon the Lodge, and upon the Committee of arrangements, whose zeal and attention to the welfare of the Brotherhood is worthy of high commendation. Bro. J. H. Martin, of Mt. Tacoma Lodge, No. 192, visiting here, took in the ball and enjoyed himself greatly. Our Master Mechanic, J. W. Kuntz, Esq., has our thanks for favors in the past and for his assistance in the decoration of our hall on the occasion of the ball, and is known to be a courteous and considerate gentleman.

Our members are all employed on the Lake Erie & Western R. R. and are making good time.

Committee.

Memorial.

MR. EDITOR:—What means the draped engines? What means the sad faces? Why are our jolly firemen so grave, and why do our old friends pass us by with so mournful a smile?

It means that the John Hickey Lodge No. 266, B. of L. F., has been called upon for the first time since its origin to mourn the loss of a beloved brother. Only a switch left open—that was all: a little matter to some, but oh, how great in the eyes of the noble men of the road, for by this little act of forgetfulness Anthony Kelley, our loved and mourned brother, was taken from our midst. As the news of the accident flashed over the wires it was heard on all sides, and the first fears were banished when it was learned that he was with his confessor at Antigo, alive and conscious.

But was it human strength that kept those loving eyes opened? Was it mortal power that cleared the brain and gave the noble engineer power to speak? No. It was a time when all power save His, who rules the universe, He who says, "On time," when the train of life reaches the last station, was as nothing. For once the brave firemen and engineers stood by powerless to alleviate the sufferings of a brother. It was in vain they offered him stimulants, the only answer they received was, "I can take nothing that will deprive me of consciousness, for I must know my mother when I meet her." Oh! generous, noble heart! was thy goodness and nobility all unknown, these words would endear thee to the hearts of every son, even amidst thy unbearable sufferings thy thoughts were of thy God and mother.

In the prime of manhood he started on his railroad career. With "Fear of God" for his headlight, "Honesty and Faithfulness" for his locomotive, he made the stations, and as he neared the end of his route his Guardian Angel, recognizing his faithfulness, came forth to meet him. In the arms of the mother he loved so well, surrounded by relatives and friends, he closed his eyes and passed to the land where all trains are on time, and where men like he who has left a vacant chair in "266" meet their reward.

It is needless to tell of the many friends he had from north to south; one glance at the heavily draped engines and charter show the esteem and love in which his brothers and friends held him. As I think of the day he went from his needed rest to meet the officers and make arrangements whereby he could hear mass every Sunday the words of the poet come unbidden to my mind:

"Oh! grave, where is thy victory?
Oh! death, where is thy sting?"

OSHKOSH, WIS.

Forget-me-not.

BRECKENRIDGE, MINN., January 14, 1890.

Editor Locomotive Firemen's Magazine:

We are in receipt of a letter of thanks from the family of our late Brother Kivolanen for the kindness of the Brothers in their late trouble, and especially to Brother George Adkins for the brotherly kindness and aid rendered during their trial. Bro. Adkins was dispatched to the scene of the wreck and accompanied the remains to the sorrowing relatives and lent valuable aid and gave comforting words to the grief-stricken father and sister in the hour of need, thereby endearing himself and our Order by his kind acts more than pen can portray.

Fraternally,

W. C. Hall.

Personal.

CHAS. COWDRICK, of No. 149, mourns the death of his mother, who departed this life on January 31st. Bro. Cowdrick has the warmest sympathy of all who know him.

N. B. SCROGIN has been elected Master of Long Division Lodge, No. 337, and will make a good one. Bro. Scrogin has also been promoted and is meeting with success.

At a regular meeting of Dominion Lodge, No. 67, held January 12th, 1890, the officers and members presented their worthy Past Master, W. Brent, with a handsome collar as a token of esteem for the able manner in which he had filled the office of Master for the year 1889.

BROTHER ALLWARD, of Dominion Lodge, No. 67, is to be congratulated upon his good fortune in the advent of a beautiful daughter to bless and beautify his home. The boys of "Dominion" are already discussing which of them will be the fortunate winner of her heart and hand.

AS MASTER of Ceremonies when the light fantastic is being tripped, Bro. J. J. Knauff, Master of Buffalo Lodge, No. 12, is a second Chesterfield. The late ball given by that Lodge was an immense success, due largely to Chairman Knauff and his efficient committee.

C. H. TORPEY, who has charge of the *Magazine* at Trenton, Mo., is happy. On December 24th he was presented with a nine pound boy. C. H. is a hustler and it is not often he gets left. May the new arrival grow up to be as good a man as his father.

D. L. FORSYTH and Chas. A. Crane, of Ft. Pickering Lodge at Memphis, are widely known as zealous workers in the interest of the Order. They are active and wide-awake and if their Lodge does not rank with the best it will certainly not be their fault.

From all accounts Bro. John Quinn, of Ft. Pickering Lodge, is getting along swimmingly with the fair sex along the line. He is made the recipient of numerous bouquets and other testimonials of esteem and the boys are contemplating an investigation of his case. John has doubtless aroused the jealousy of his less favored rivals.

GEORGE ALEXANDER, of Capital Lodge, No. 46, Springfield, Ill., on the evening of December 11th, 1889, was married at Jerseyville, Ill., to Miss Eva L. Cadwallder, at the residence of the bride's mother. The bride is handsome and accomplished and the groom in all regards worthy the treasure that in the matrimonial lottery he has secured. The *Magazine* wishes the happy couple a prosperous and happy voyage of life.

Visiting the Lodges.

Occasionally, it so happens, that the Editor of the *Magazine* can afford himself the gratification of greeting brotherhood men beyond the limited boundaries of Terre Haute, and interchange views with them regarding matters intimately connected with the welfare of the Order.

One of the dates which permitted us to accept the privilege, was Sunday, February 2, 1890, when we packed our "grip," and in company with Grand Master Sargent *lit out* for

TOLEDO,

a railroad center which enjoys immense water privileges, as do all our cities on the coasts of our inter oceans.

At Danville, Ills., we were so unfortunate as to miss connections, ordinarily a source of vexation

but in our case, we were reconciled to the delay, by the generous treatment of the boys of the Brotherhood, who took us in hand, and made our detention as free from anxiety as was possible by a sumptuous dinner and pleasant companionship. As a matter of course, the hours went by rapidly, but we did not reach Toledo until 9:30 P. M. Notwithstanding the lateness of the hour, we found the boys awaiting our arrival, and the anticipated meeting with Safety Lodge 142, was held, at which the "good of the Order" was discussed with good results.

We left Toledo February 31, with pleasing recollections of our brief sojourn and started for

JACKSON,

Mich., where we arrived on time and held a meeting with Gilbert Lodge 249, in the afternoon. At night, an open meeting was held with the railroad men of the city, at which all the Orders were represented. Mr. George Royal, of the B. of L. E., presided, and made a most excellent address which was well received. Grand Master Sargent addressed the meeting in his usual happy style, his principal topic being federation, which received unbroken attention. "Brother Debs" also added a few remarks on the subject of labor, and had no reason to complain for any lack of attention on the part of the audience.

On February 4th we took our departure from Jackson, en route for

ELKHART,

Indiana, a thriving city, where Prospect Lodge 162 is located. During the afternoon, a closed meeting was held with the Lodge, and at night another meeting was held, which in addition to the members of Prospect Lodge, a number of members of sister Lodges were present. The meetings were in all regards, pleasant and profitable. From Elkhart, Grand Master Sargent was called to Cincinnati, on important business connected with the troubles on the "Queen and Crescent," but Brother Hannahan, our Vice Grand Master took the place of Brother Sargent, and was present at the night meeting which was specially enthusiastic for the success of the Order.

On February 5th we arrived at

FORT WAYNE,

During the afternoon an open meeting was held of the various railroad Brotherhoods, at which addresses were made by Brothers Hannahan and Debs. The attendance was large, and the reception cordial. In the evening a meeting was held with A. G. Porter Lodge 141. A good attendance was a pleasant feature of the meeting, and the Lodge is in good working order.

We were delighted with the trip from first to last. We found the affairs of the Brotherhood in excellent shape, and hope at no distant day to have the great satisfaction of a more extended tour.

We have on our table the "New Year Greeting to the B. of R. C." In the shape of a "Directory for January, 1890," issued by Central Division, No. 44, New Jersey, instituted January 22, 1890. We notice that the Brotherhood of Railroad Conductors has already forty-four Divisions and is steadily moving forward and gaining victories. It is founded on

correct principles. It recognizes facts as they exist. Its members are in full accord with the great army of wage-workers who have resolved to resist wrong, and we hope the members of the B. of L. E. will do all they can to advance its interests and help it in its great work.

Addresses Wanted.

Peter Rudisell—Anyone knowing his whereabouts will please correspond with George H. Tucker, secretary of Lodge No. 83, Box 406, Fort Worth, Tex.

S. T. Goodell—Anyone knowing his whereabouts will confer a favor by corresponding with B. R. Goodell, corner 24th and Eddy sts., Cheyenne, Wyoming.

James P. Hackett—Anyone knowing his whereabouts will please correspond with S. Mangin, secretary of Fortune Lodge, No. 129, 720 Otisco street, Syracuse, N. Y.

Peter J. Smith—Formerly a member of Lodge 255, at McCook, Neb. Anyone knowing his whereabouts will please communicate with A. W. Allison, Box 218, Raton, New Mexico.

R. C. Burns—When last heard from was running an engine on Northern Pacific. Anyone knowing his address will confer a great favor by communicating with E. J. Summers, Lock Box 48, Beardstown, Ill.

James Casey—Was employed as fireman and switchman in 1882-83 on the St. P. M. & M. R. R. Any information concerning his present whereabouts will be thankfully received by Walter W. Bosard, Brown's Valley, Minn.

Geo. H. Steineman—An engineer, when last heard from was running a stone crusher in Jersey City. Anyone knowing his whereabouts will please correspond with J. B. Brennan, Secretary of Bartholdi Lodge, No. 309, 76 East Avenue, Long Island City, N. Y.

A. L. Rodgers—A member of Golden Gate Lodge, No. 91, has not been heard from since November. Anyone knowing his whereabouts will please correspond with W. S. Runyan, secretary of Lodge No. 91, 175 Sixteenth street, San Francisco, Cal.

Amusements.

On December 20, 1889, the members of Blue Mountain Lodge, No. 318, of LaGrande, Oregon, aided by the ladies' Auxiliary, presented LaGrande Lodge, No. 315, B. of R. (now B. of R. T.), with a beautiful altar cloth, tastefully and appropriately embroidered. The occasion was in all regards delightful, and made doubly so from the fact that LaGrande Lodge, No. 315, was also presented with a beautiful Bible by Blue Mountain Lodge, No. 348, B. of L. E.

A number of addresses were delivered, all glowing with expressions of fraternal regard for the various Brotherhoods of railroad employes, and voicing sentiments of the heartiest approval of federation.

Such interchange of courtesies are of the highest value. They bring the members of the various organizations into harmonious relations and help forward the grand work of federation. It affords the *Magazine* great satisfaction to chronicle such events.

After the speech-making, which was indulged in by firemen, engineers, brakemen, conductors and representatives of the Knights of Labor, in which there was displayed a full comprehension of the purposes of organized labor, the happy company indulged in music, songs and recitations, which made the hours go by unnoticed. Such things are in the direction of social, moral and intellectual improvement, and proclaimed that federation promotes friendship and good will.

A FEDERATION BALL.

It is always a source of satisfaction for the *Magazine* to record instances of harmonious association of Brotherhood men who are employed in the transportation service of the railroads, and this brotherly harmony finds an illustration in the splendid ball given New Year's at Medicine Hat, Northwest Ter-

ritory, by the members of the B. of L. F. and the B. of R. T. Referring to the occasion, a local paper pronounces the ball a grand success, eclipsing anything of this kind hitherto given at Medicine Hat. Continuing, the paper says the ball "was held in Government Hall, where every arrangement had been perfected for the comfort of the guests. The whole of the north half of the lower part of this immense building was converted into a handsome ball room. Beautiful pictures hung from the walls. The windows and doors were gracefully draped with curtains, while the comfortable easy chairs and sofas arranged in corners and out-of-the-way places gave a homelike appearance to the old room. The decorations were very elaborate. On every wall circles and festoons of evergreens were tastefully arranged, while from the center of the ceiling large streamers in red, white and blue were carried to the corners and sides of the room. Between these were hung large Chinese lanterns. Emblematical decorations had not been forgotten. On the wall facing the entrance was a large shield with the monograms of the two orders, while brake-wheels, lunch-pins, shovels and other emblems of their respective crafts were artistically arranged in appropriate groups on all the walls. Occupying nearly one-half of the north side of the hall was a splendid painting of a locomotive and caboose descending a maximum grade. On the tender of the engine were the letters B. L. F., with 342 (the number of the Medicine Hat Lodge), underneath. The red caboose had painted on it in black, B. R. B. and the number 304." Dancing commenced early, and when the first part of the programme was finished supper was announced, after which dancing was resumed. The enjoyment was kept up to a late hour. Success to all such fraternal enjoyments!

The boys of Buffalo Lodge, No. 12, B. of L. F., gave their 15th annual ball at Masonic hall, which the press of the city pronounced a triumphant display of refinement and social enjoyment. One paper says "The stage was beautifully decorated. In the center was a model of engine 12. Kuhn's orchestra was stationed on the stage, leaving the space under the balcony clear for onlookers. The families of officials of the different roads occupied the boxes. Good order prevailed throughout, and everything was done to contribute to the enjoyment of those present. The railroad officials who were present were: I. H. Murphy, master mechanic; J. H. Barrett, general yard master, and Charles Davis, traveling engineer of the Erie; Amos Gould, Jr., L. H. Sandford, engine dispatchers, and E. F. Sabin, of the New York Central; F. D. Griffith, master mechanic; F. A. Seibert, assistant superintendent; Ed Ryan, track foreman and A. L. Skinner, engine dispatcher of the D. L. & W.; John Robinson, master mechanic; W. W. Buffon, assistant superintendent; T. P. Fowler, foreman of the machine shops; D. J. Ross, yard master and Wm. Van Sykes, of the Lake Shore; master mechanic W. B. Hickman, yard master Tom Glennins and Sam Schooley, engine dispatcher of Sayre, Pa., of the Lehigh Valley; C. M. Paul, William Conlon, Daniel Mack and Jerry Keepe represented the Elmhurst Lodge, and many members from other cities were present. Dancing was continued until 4 this morning." During the evening more than a thousand persons were present, and the various committees who had the business in charge were equal to the occasion, and as a consequence the ball realized the most sanguine expectations of the vast assemblage.

Acknowledgments.

ULYSSES, N.E., December 1, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire to return my sincere thanks for the payment of \$1,500.00, the insurance which I received on the 24th day of October, 1889, due me upon the policy of my son, William H. Hoyt, of Guide Lodge, No. 125, who died on the 12th day of September, 1889. May God, in His mercy, deal kindly with you all, and God speed the noble Brotherhood on its many missions of mercy. Is the wish of

MRS. W. H. HOYT.

SAYRE, PA., January 11th, 1890.

To J. N. Weaver Lodge, No. 379, B. of L. F.:

GENTLEMEN:—I hereby return my sincere thanks for the payment of the \$1,500.00; also to the officers and members for kindness shown to me at the sad death of my husband, Dennis Hayes.

MRS. NORA HAYES.

TEXARKANA, ARK., January 3, 1890.

To the Officers and Members of J. H. Selby Lodge, No. 243, B. of L. F.:

GENTLEMEN:—We take this method of acknowledging the receipt of a draft for fifteen hundred dollars (\$1,500.00), it being the amount of the policy held by my late husband, J. D. Lingold, and which has been promptly paid by the Lodge of which he was a member. Please accept our heartfelt thanks and best wishes for your noble Brotherhood, and may you ever prosper in our earnest wish.

KATE LINGOLD,
MRS. S. A. LINGOLD.

PORT HURON, December 8, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Permit me to thank you for the prompt payment of fifteen hundred dollars (\$1,500) due me on the policy held by my dear brother, James Halloran. I also desire to extend my sincere thanks to the officers and members of St. Clair lodge, No. 116, for kindness shown us in our late bereavement and for floral tributes. May heaven's blessings rest upon the Brotherhood of Locomotive Firemen, one and all, is the wish of yours, respectfully,

MARY F. HALLORAN.

FREEMONT, ILL., January 16, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Please allow me to return my sincere thanks for the \$1,500 insurance due me on account of the death of my husband, Louis Rame, who died on the 11th of October, 1889.

I also wish to express my gratitude to the members of Union Lodge, No. 138, for their brotherly attention to my husband and their many kind acts to me in the time of my trouble. May God bless you all, and may the Brotherhood long continue a blessing to firemen and their families. Very respectfully,

MRS. GERTRUDE RAME.

BRIDGE HAMPTON, N. Y., January 6, 1890.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to acknowledge the receipt of a draft for \$1,500 from Mr. William J. Simon, Receiver of Bartholdi Lodge, No. 390. I also wish to thank you for your many acts of kindness and attention since the death of my husband, Franklin C. Ryder.

With the kindest thoughts and wishes for the welfare and future prosperity of the officers and members of Bartholdi Lodge, and the Brotherhood of Locomotive Firemen, I remain

Yours gratefully and sincerely,

ROSALIE LIVINGSTON RYDER.

CROSS PLAINS, TEX., January 19, 1890.

To Signal Mount Lodge, No. 372, B. of L. F.:

GENTLEMEN:—With heartfelt gratitude I desire to return my sincere thanks to your honored Order for the payment of the \$1,500 fifteen hundred dollars insurance due me on the death of my beloved husband, R. J. Bible, who met his untimely death while in the faithful discharge of his duties on the T. & P. R. R. on October 15, 1889. And I also wish to thank the members of Lodge 135, El Paso, Texas, for their gentlemanly behavior and brotherly kindness to me while alone and a stranger in their city. No tongue could express the gratitude I feel toward those gentlemen for their kind attention and trouble extended toward me in my terrible bereavement. May God bless and prosper your noble Order is the prayer of your sincere friend,

SARAH E. BIBLE.

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

MARCH, 1890.



Assessment Notice for March.

OFFICE OF GRAND LODGE, B. OF L. F.
TERRE HAUTE, IND., March 1, 1890. }

ASSESSMENT No. 10, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the Order, viz.:

CLAIM No. 194. Albert W. Stuckenrath, of Loyal Lodge, No. 207, died of Consumption, November 20, 1889.

CLAIM No. 195. Edgar W. Norton, of A. G. Porter Lodge, No. 141, died of Typhus Fever, November 21, 1889.

CLAIM No. 196. Richard J. Murray, of Clinton Lodge, No. 34, died of Diphtheria, December 14, 1889.

CLAIM No. 197. Benjamin Bachman, of Adopted Daughter Lodge, No. 3, was killed by being struck by Cattle Pen while looking out of engine cab, December 17, 1889.

CLAIM No. 198. Thomas D. Baker, of Royal Gorge Lodge, No. 59, was killed by Railway Accident, December 17, 1889.

CLAIM No. 199. Virgil E. Cooper, of Monte Sano Lodge, No. 279, was killed by Railroad Accident, December 26, 1889.

CLAIM No. 200. Benjamin W. Furber, of Stone Mountain Lodge, No. 332, died of Septicæmia, December 28, 1889.

CLAIM No. 201. Gustav H. Ende, of Mahoning Lodge, No. 193, died of Typhoid Fever, December 29, 1889.

CLAIM No. 202. Geo. G. Cumming, of Good Will Lodge, No. 52, was killed by Railroad Accident, December 31, 1889.

CLAIM No. 203. Peter Doyle, of Holbrook Lodge, No. 378, died of Phthisis Pulmonalis, January 5, 1890.

CLAIM No. 204. Omer F. Horton, of Keystone Lodge, No. 208, was killed by being struck while standing on Step of Engine, January 8, 1890.

CLAIM No. 205. John C. Burroughs, of Hercules Lodge, No. 63, died of Injuries received in a Railroad Accident, January 12, 1890.

CLAIM No. 206. Thomas Cottrell, of Challenge Lodge, No. 66, died of Inflammation of Lungs, January 14, 1890.

CLAIM No. 207. Fred Wellman, of Blue Mountain Lodge, No. 348, was killed in Railroad Accident January 16, 1890.

CLAIM No. 208. Harry A. Page, of Charter Oak Lodge, No. 285, was killed by being struck by a Passing Train, January 22, 1890.

CLAIM No. 209. Fred A. Speelman, of Safety Lodge, No. 142, was declared totally disabled by Loss of Leg, January 23, 1890.

CLAIM No. 210. Jno. French, of Rocky Mountain Lodge, No. 77, was killed in a Railroad Accident, January 25, 1890.

CLAIM No. 211. P. H. Kelley, of Arbitration Lodge, No. 320, was killed in a Railroad Accident, January 25, 1890.

CLAIM No. 212. Chas. E. Galliher, of Frontier City Lodge, No. 92, died of Pneumonia, January 26, 1890.

CLAIM No. 213. Leonard H. Crouch, of Granite State Lodge, No. 306, was scalded to death in a Railway Accident, January 31, 1890.

CLAIM No. 214. William F. Phillips, of Loyal Lodge, No. 207, died of Consumption, February 1, 1890.

CLAIM No. 215. Eli M. Prey, of Adopted Daughter Lodge, No. 3, was killed by being struck by Bridge while leaning from Cab, February 7, 1890.

CLAIM No. 216. Henry Crow, of Mt. Lookout Lodge, No. 289, was killed in a Collision, February 15, 1890.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount, for each member whose name appears on the rolls March 1, 1890, as provided in Section 52 of the Constitution; said remittance to reach the Grand Lodge not later than March 20th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., February 1, 1890. }

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month ending January 31, 1890:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	70	13	208	27	346				
2	71	14	209	28	347				
3	72	15	210	29	348				
4	73	16	211	30	349				
5	74	17	212	31	350				
6	75	18	213	32	351				
7	76	19	214	33	352				
8	77	20	215	34	353				
9	78	21	216	35	354				
10	79	22	217	36	355				
11	80	23	218	37	356				
12	81	24	219	38	357				
13	82	25	220	39	358				
14	83	26	221	40	359				
15	84	27	222	41	360				
16	85	28	223	42	361				
17	86	29	224	43	362				
18	87	30	225	44	363				
19	88	31	226	45	364				
20	89	32	227	46	365				
21	90	33	228	47	366				
22	91	34	229	48	367				
23	92	35	230	49	368				
24	93	36	231	50	369				
25	94	37	232	51	370				
26	95	38	233	52	371				
27	96	39	234	53	372				
28	97	40	235	54	373				
29	98	41	236	55	374				
30	99	42	237	56	375				
31	100	43	238	57	376				
32	101	44	239	58	377				
33	102	45	240	59	378				
34	103	46	241	60	379				
35	104	47	242	61	380				
36	105	48	243	62	381				
37	106	49	244	63	382				
38	107	50	245	64	383				
39	108	51	246	65	384				
40	109	52	247	66	385				
41	110	53	248	67	386				
42	111	54	249	68	387				
43	112	55	250	69	388				
44	113	56	251	70	389				
45	114	57	252	71	390				
46	115	58	253	72	391				
47	116	59	254	73	392				
48	117	60	255	74	393				
49	118	61	256	75	394				
50	119	62	257	76	395				
51	120	63	258	77	396				
52	121	64	259	78	397				
53	122	65	260	79	398				
54	123	66	261	80	399				
55	124	67	262	81	400				
56	125	68	263	82	401				
57	126	69	264	83	402				
58	127	70	265	84	403				
59	128	71	266	85	404				
60	129	72	267	86	405				
61	130	73	268	87	406				
62	131	74	269	88	407				
63	132	75	270	89	408				
64	133	76	271	90	409				
65	134	77	272	91	410				
66	135	78	273	92	411				
67	136	79	274	93	412				
68	137	80	275	94	413				
69	138	81	276	95	414				
		82		96	415				

Balance on hand January 1, 1890 . . . \$46,558 75
Received during month . . . 588 00

Total balance on hand Feb. 1, 1890 . . \$47,146 75

Respectfully submitted,
EUGENE V. DEBS, G. S. & T.

Grand Lodge.

F. P. SARGENT . . . Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN . . . Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS . . . Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD . . . Chairman
Board of Trade Building, St. Joseph, Mo.
C. C. SUTHERLAND . . . Secretary
Goodland, Kansas.
A. A. WILSON . . . 141 Pacific Ave., Jersey City, N. J.
GRAND EXECUTIVE BOARD.
HARRY WALTON . . . Chairman
480 Wyoming St., West Philadelphia, Pa.
W. F. HYNES . . . Secretary
835 Eleventh St., Denver, Col.
J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN, 545 Annunciation St. New Orleans, La.
C. J. SINGLETON . . . L. Box 835, Mattoon, Ill.

Subordinate Lodges.

- DEER PARK; Port Jervis, N. Y.**
Meets in Union Hall at 2 P. M., every Sunday.
James H. Fordyce, 13 Church St. . . . Master
William Uhlman, 18 Crawford St. . . . Secretary
G. E. Carmer, 151 W Main St. . . . Collector
Charles E. Barkman, 101 Pike St. . . . Receiver
James H. Fordyce, 13 Church St, Magazine Agent
- SPARTAN; Monon, Ind.**
Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.
Thos. F. Doran . . . Master
Chas. M. Hill . . . Secretary
Arthur M. Holmes . . . Collector
Eli J. Shields . . . Receiver
Clint Williams . . . Magazine Agent
- ADOPTED DAUGHTER; Jersey City, N. J.**
Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St. . . . Master
D. W. J. Mahoney, 421 Summit Ave . . . Secretary
J. B. Sweet, 125 Academy St . . . Collector
J. B. Sweet, 125 Academy St . . . Receiver
S. Simpson, 298 2d St . . . Magazine Agent
- GREAT EASTERN Portland, Maine.**
Meets in B. of L. E. Hall, 53 Temple St., 1st and 3d Sunday.
F. H. Pember, 89 Lincoln St . . . Master
C. D. Getchell, 249 York St . . . Secretary
A. E. Dennison, 23 Merrill St. . . . Collector
F. A. Huff, 47 Hanover St. . . . Receiver
F. H. Pember, 89 India St . . . Magazine Agent
- CHARITY; St. Thomas, Ontario.**
A. N. Darragh, Box 1273 . . . Master
C. W. Dyer, Box 1273 . . . Secretary
James Ballentyne, Box 1273 . . . Collector
W. J. Hatch, Box 1273 . . . Receiver
Joseph R. Odell, Box 1273 . . . Magazine Agent
- PRIDE OF THE WEST; DeSoto, Mo.**
F. W. Gratiot, Box 298 . . . Master
Alexander Williams, L Box 212 . . . Secretary
Michael Rabbitt, Box 18 . . . Collector
Wm. H. Wonder, Box 4 . . . Receiver
D. J. Roach, L Box 18 . . . Magazine Agent
- POTOMAC; Washington, D. C.**
R. M. Smith, 129 Carroll St., S. E. . . . Master
H. A. Wilvert, 17 Virginia Ave., S. W. . . . Secretary
J. T. Gregory, 407 6½ St., S. W., . . . Collector
Wm. C. Jasper, 628 Pennsylvania Ave., N. W. . . . Receiver
H. A. Wilvert, 17 Virginia Ave., S. W. . . . Magazine Agent

8. **RED RIVER**; Denison, Texas.
Meets in Brakemen's Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.
Jerry Scott, 420 Morgan St. Master
A. J. Ebersol, 427 Crawford St. Secretary
T. W. Weaver, 700 W Munson St. Collector
J. F. Cramer, 614 W. Owing St. Receiver
Jas. K. Fairley, 605 Day St. Magazine Agent
9. **FRANKLIN**; Columbus, Ohio.
Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.
F. J. Kuder, 212, 214 S. High St. Master
C. C. Coit, 986 Pennsylvania Ave. Secretary
L. Cranford, P. H. Round House Collector
F. J. Kuder, 212, 214 S. High St. Receiver
Leonard Lawrence, 860 Arsenal Ave. Magazine Agent
10. **FOREST CITY**; Cleveland, Ohio.
Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
August H. Buse, 42 Michigan St. Master
A. G. Laubscher, 18 Seward St., West Cleveland Secretary
A. G. Laubscher, 18 Seward St., West Cleveland Collector
T. P. Curtis, 41 W. Madison St. Receiver
A. G. Laubscher, 18 Seward St., West Cleveland Magazine Agent
11. **KICKSLIOR**; Phillipsburg, N. J.
Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.
Abram M. Vanatta Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L. Box 96 Receiver
A. M. Vanatta Magazine Agent
12. **BUFFALO**; Buffalo, N. Y.
Meets at 186 Seneca St., every Tuesday at 8 P. M.
J. J. Knauff, 238 Fifth St. Master
Hugh T. Maloney, 41 Fifth St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 70 Michigan St. Receiver
Jas. S. Bauld, 237 Elk St. Magazine Agent
13. **WASHINGTON**; Jersey City, N. J.
Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
George E. Hull, 388 Communipaw Ave. Master
Henry Kline, 128 Van Horn St. Secretary
Edward F. Jones, 375 Communipaw Ave. Collector
Wm. J. Lewis, 225 Whiton St. Receiver
Edward Rhodes, 151 Whiton St. Magazine Agent
14. **ETREKA**; Indianapolis, Ind.
Meets at 34 W. Washington St., fourth floor, every Tuesday at 8 P. M.
Chas. McCauley, 156 Randolph st. Master
Geo. P. Kern, 77 E. Morris St. Secretary
E. J. Kline, 631 North West St. Collector
W. J. Hugo, 79 N. Noble St. Receiver
Chas. McCauley, 156 Randolph St. Magazine Agent
15. **ST. LAWRENCE**; Montreal, Canada.
Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
James Murphy, 65 Mullen St. Master
James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
A. Blair, 32 Favard St. Magazine Agent
16. **VIGO**; Terre Haute, Ind.
Meets 2d and 4th Wednesdays, at 7:30 P. M.
Frank Dupell, 922 N 9th St. Master
J. P. O'Reilly, 624 N 5th St. Secretary
Henry Baierdorf, 203 N 12th St. Collector
A. C. Bennett, 1004 N 9th St. Receiver
Ep. Bundy, 702 N. 14½ St. Magazine Agent
17. **PINE RIDGE**; Chadron, Neb.
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
O. E. Collins Master
L. V. Bowman Secretary
G. P. Malsi Collector
J. E. Platner Receiver
A. F. Gehm Magazine Agent
18. **WEST END**; Slater, Mo.
Meets in I. O. O. F. Hall every Saturday night.
Charles McMillan Master
Rufus McCormick Secretary
C. A. Blackman Collector
George W. Michel, Box 145 Receiver
J. F. Mary Magazine Agent
19. **TRUCKEE**; Wadsworth, Nevada.
Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.
J. B. Cunningham Master
Tom. J. Giffen Secretary
T. H. Wetmore Collector
Jas. Richardson Receiver
C. E. Taylor Magazine Agent
20. **STUART**; Stuart, Iowa.
Meets in Engineer's Hall every Monday at 7:30 P. M.
J. W. Taylor, Box 172 Master
George C. Wells, Box 117 Secretary
George Morse, Box 400 Collector
Alfred Hibbard, L. Box 25 Receiver
Pat Quinn, Box 183 Magazine Agent
21. **INDUSTRIAL**; St. Louis, Mo.
Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.
Wm. Merkle, 810 Chambers St. Master
D. R. Martin, 944 Chouteau Ave. Secretary
Ell Giclas, 944 Chouteau Ave. Collector
Wm. C. Linck, 2803 St. Louis Ave. Receiver
F. W. Hinkley, 12 A S. High St. Magazine Agent
22. **CENTRAL**; Urbana, Ill.
Meets in I. O. O. F. Hall, 2d and 4th Sundays.
Lawrence Sullivan, Box 367 Master
George Richter Secretary
Alexander McLennan Collector
Daniel O'Connor, 93 Decator St., Indianapolis, Ind. Receiver
S. Gibson Magazine Agent
23. **PHENIX**; Brookfield, Mo.
Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.
Joshua Proctor, Box 60 Master
John S. Ott, L. Box 523 Secretary
C. M. Probst, Box 64 Collector
John S. Ott, L. Box 523 Receiver
Joshua Proctor, Box 60 Magazine Agent
24. **GREAT WESTERN**; Parsons, Kansas.
Meets in Brotherhood Hall, Forest Ave., 1st and 3d Wednesdays at 7:30 P. M. and alternate Wednesday at 1:30 P. M.
Charles W. Maier, Box 514 Master
Wm. Morris Secretary
C. Parsons Collector
Lot. Brandenburg Receiver
Charles W. Maier, Box 514 Magazine Agent
25. **CONNECTING LINK**; Boone, Iowa.
Meets 1st and 3d Sundays at 2 P. M.
Aaron Starke, Box 349 Master
Geo. McCormack, Box 590 Secretary
Geo. McCormack, Box 590 Collector
A. M. Sourwine, Box 339 Receiver
N. Burlingame Magazine Agent
26. **ALPHA**; Baraboo, Wis.
Meets in B. of L. E. Hall, 2d and 4th Mondays
Henry Poljoh, Box 675 Master
Frank R. Melcher, Box 639 Secretary
Henry Poljoh, Box 675 Collector
Frank R. Melcher, Box 639 Receiver
S. A. McFadden, Box 583 Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 905th ave., S. Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 323 G Ave., West Collector
 Fred. McArdle, 365 G Ave., West Receiver
 Chas. R. Kimbro, Room A, Opera House Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan, Box 377 Master
 Wm. L. Kingelty Secretary
 Lewis C. Clark Collector
 Frank D. Winn, L. Box 232 Receiver
 H. W. Bird Box 21 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each month, corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbrowsers Collector
 J. H. Fulton, Box 706 Receiver
 C. F. Larsen, Box 301 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 K. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque, Iowa Magazine Agent

31. R. B. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Woodman's Hall, cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commercial Sts. Master
 S. S. Hamrick, 1606 Main St Secretary
 Chas. Bennington, 1413 Santa Fe St Collector
 John O'Connor, 1420 Santa Fe St Receiver
 Frank Short, 1511 Main St Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 8 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 Jos. F. Butler, 1705 S. 5th St Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 480 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 480 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Masonic Hall, 5th and Columbia Sts, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S. Express Co Master
 Albert H. Kelley 98 Green St Secretary
 M. E. Clark, 82 Green St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. E. Clark, 82 Green St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nurney, Box 318 Receiver
 Alfred C. Faults, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d Sunday and 4th Monday at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 5th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 Jas. Moroney, 2179 8 Ave Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.
 Wm. Ryan, 603 W. Graham St Master
 P. L. Cutler, 804 N. Allen St Secretary
 P. L. Cutler, 804 N. Allen St Collector
 Ed. W. Spreen, 706 N. Mason St Receiver
 Thomas Powderly, 1208 Western Ave., Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.
 Joseph Swable Master
 N. H. Olson, L. B. 173 Secretary
 Samuel Butson Collector
 Walter Morris, Drawer 5 Receiver
 F. C. Parker, L. Box 173 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sundays at 2:30 P. M.
 Byron B. Wilber, 901 W Johnson st. Master
 F. Lawrence, 416 W Mifflin St Secretary
 John Harrington, 520 W Main St Collector
 Byron B. Wilber, 901 W Johnson St. Receiver
 Frank Lawrence, 416 W. Mifflin St, Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d Thursdays.
 W. E. Sullivan, 2235 S. 6th St. Master
 W. E. Bristow, 516, cor 5th and Maple Secretary
 W. E. Sullivan, 2235 S. 6th St. Collector
 C. C. Montgomery, 2012 Savanna Ave Receiver
 H. E. Slater, 1304 S. 9th St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri at Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 256 Secretary
 Phil. C. Cramer, Box 68 Collector
 J. P. Collins, Box 256 Receiver
 I. E. Goodin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 G. W. Huffman, 810 S. Ringo St. Master
 Albert Wade, 1316 North St Secretary
 William Smith, 206 S. Cross St Collector
 George Emery, 1009 North St Receiver
 Albert Wade, 1316 North St Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St Master
 E. W. Rowland, 901 E Capitol Ave Secretary
 Wilson Somerville, 705 S 9th St Collector
 D. C. Webster, 1117 S. 8th St Receiver
 F. W. Anderson, 705 S. 9th St Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th St., 1st Monday evening and 3d Sunday afternoons.
 Lawrence Murphy, 1474 Indiana Ave. Master
 George Porter, 1509 Indiana Ave Secretary
 George Porter, 1509 Indiana Ave Collector
 Ben. Busch, 1577 Michigan Ave Receiver
 M. Jones, 115 18th St Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St Master
 J. V. Johnson, 413 Persimmon St Secretary
 W. A. McMillan, 208 State St Collector
 George C. Watt, 617 1st St Receiver
 A. G. Elbertson, 711 N. Adams St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 E. J. Wilkins, 1330 E. William St Master
 Dan Dineen, 537 N Broadway Secretary
 Charles Hockery, 1643 E. William St Collector
 A. H. Sutton, 975 N Water St Receiver
 E. J. Wilkins, 1330 E William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M., and 2d and 4th Saturdays at 7:30 P. M.
 Calvin M. Wolcott, 5001 State St Master
 W. H. Green 4900 Dearborn St Secretary
 C. D. Dickerman, 5142 Dearborn St Collector
 T. G. Berry, 347 48th St Receiver
 F. C. Hannahan, 4087 Dearborn St., Magazine Agent

51. FRESCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.
 John S. Carson, Box 437, Station A, Springfield Master
 Michael Gaffney, Box 277 Springfield Secretary
 Geo. A. Hasler, Station A, Springfield, Collector
 John S. Carson, Box 437, Station A, Springfield Receiver
 L. S. Wolfe, Station A Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Saturday evening.
 Charles Truman, 1816 Spear St Master
 W. A. McDonald, 1216 Smead St Secretary
 A. W. Cook, 822 14th st Collector
 M. W. Jamison, 405 Market St Receiver
 M. Porter, 1523 High St Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 130 P. M.
 A. E. Pearce, Box 1201 Master
 T. J. Williams, 121 Congress St Secretary
 John McGaha, Moline, Kan Collector
 John C. Hadley, 22 Pine St Receiver
 E. Bryson, 328 West st Magazine Agent

54. ASHCOB; Moberly, Mo.

Meets in Supplies Broc.' Hall, Tuesdays at 7 P. M.
 J. F. Seely Master
 R. F. Corrigan, Box 692 Secretary
 M. Sullivan, Box, 1551 Collector
 R. F. Corrigan, Box 692 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuchs, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 Wm. Shanley, 298 High st Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.
 W. E. Baldwin, L Box 400 Master
 Charles H. Runyan Secretary
 Joseph J. Smith, Box 51 Collector
 T. A. Newcomb Receiver
 W. M. Collacott Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Templar Hall, 704 Washington St., 2d and 4th Sundays at 10:30 A. M.
 F. F. Derby, 16 Hotel Salem, Charlestown, Master
 Sheridan Bisbee, 202 Harrison ave Secretary
 A. W. Spurr, 66 Hammond St Collector
 W. H. Bigelow, 10 Hotel Salem, Charles-town Receiver
 H. E. Stevens, 5 Davis St Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 Elmer E. Greeley Master
 C. B. Cottrell Secretary
 A. C. Thyle Collector
 George B. Clark Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.
 A. M. McMurray, Box 458 Master
 S. R. Sexton, Box 330 Secretary
 C. B. Walker, 124 Mechanic St Collector
 M. C. Donnelly, 216 E 3d St Receiver
 Wm. Chambers, D.&K.G. shops. Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.
 James Wertz, 2013 N 3d St Master
 Howard Reeder, 1943 Lawrence St Secretary
 James Wertz, 2013 N 3d St Collector
 B. F. Pettit, 1933 Marshall St Receiver
 B. F. Pettit, 1933 Marshall St Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St. 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave Master
 P. McLaughlin, 757 Park Ave Secretary
 Geo. W. Klinefelter, 889 Agate St Collector
 Theo. T. Hart, 709 Tuscarora St Receiver
 J. Johnson, 779 Penna ave Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts. 2d and 4th Sundays at 1 P. M.,
 Geo. P. Berry Master
 U. S. Van Dermark, Box 41 Secretary
 W. H. Brokenshire Collector
 A. M. Banks, Box 479 Receiver
 D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.
 H. J. Bohn, 501 E. Main St Master
 George H. Boyd Secretary
 E. E. Partlow, 713 N. Hazel St Collector
 B. M. Manion, 202 Collett St Receiver
 Chas. Stevens, 512 Hazel St Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

D. L. Davenport, 1521 E 6th St Master
Chas. Forsyth, St. James, Minn Secretary
Sidney Weir, 506 Iowa St Collector
James Griffin, 419 Clark St Receiver
H. G. Stowell, 1117 Seventh St Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.

J. B. Newcomer Master
Geo. T. Bennett, Box 3 Secretary
J. Evans, Box 488 Collector
W. D. Grimes Receiver
M. J. Fitzpatrick, 821 W 5th St., Winona, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.

W. C. Curtis, Box 80, Belleville Station Secretary
Victor Wensley, Box 51, Belleville Station, Master
Wm. J. Logue Collector
Wm. J. Logue Receiver
Jas. Williamson, Belleville Station, Box 69 Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.

John Ross, 9 Clarence Square Master
Geo. E. Crowhurst, 206 Grange ave. Secretary
P. Richardson, 19 Mitchell Ave Collector
James Pratt, 172 Huron St Receiver
D. Bracken, 669 King St. W Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.

J. S. McCauley, Box 24 Master
Richard Hall Secretary
P. E. Keating, Box 62 Collector
P. E. Keating, Box 62 Receiver
Geo. W. Defoe Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.

J. B. Hislop, Box 620 Master
George Purvis, Box 620 Secretary
J. G. Goodison, Box 206 Collector
W. J. Dowell, Box 183 Receiver
J. G. Goodison, Box 206 Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2 P. M.

J. H. Doan, Box 411 Master
Charles S. Weiler, Box 392 Secretary
Albert N. Oden, Box 411 Collector
T. E. Watts, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 3 P. M.

J. E. Owens Master
W. W. Rowe, 45 Clinton St Secretary
Howard Wickham Collector
Irvin Baker, 38 Grove St Receiver
Menzo W. Colyer Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.

Geo. W. Tash, 236 Senate St Master
James L. Gibbs, Collingswood Secretary
Geo. W. Austermuhl, 437 Mickle St Collector
James L. Gibbs, Collingswood Receiver
G. W. Austermuhl, 437 Mickle St, Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d and 4th Sundays.

James W. Mead, 75 Prospect St Master
Charles A. Smith, Box 739 Secretary
J. J. Cunningham, 29 Pescott St Collector
Charles A. Smith, Box 739 Receiver
W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.

Thomas Donahue, Box 421 Master
Edwin J. Pearce, Box 421 Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons

W. W. Jones, 5141 Franklin St., W. Philadelphia Master
C. W. Reeves, 750 N 38th St., West Philadelphia Secretary
John T. Findley, 3604 Fairmount Ave. Collector
C. W. Reeves, 750 N 38th St., West Philadelphia Receiver
J. T. Findley, 3604 Fairmount Ave, Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.

Wm. Pannon, Box 67 Master
W. C. Hall, Box 253 Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Geo. Adkins Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.

Thos. N. Worth, 1,110 Converse St., N. Denver Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 425 Beeche Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
S. L. Kanaga, 2,691 Market St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.

Frank Boltinghouse, 1,103 E. Third St Master
J. P. Alcorn, 1,223 Engineer St Secretary
J. P. Alcorn, 1,223 Engineer St Collector
Henry Anleitner, 1106 E. 5th St Receiver
C. L. Van Etten, 1218 E. 5th St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays and 2d and 4th Sundays.

Dan O'Donnell Master
Charles E. Stone Secretary
Charles E. Stone Collector
Frank I. Carr Receiver
John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.

John S. Slick, 447 Main St Master
P. G. Springer, Room 8 Frazier Block Secretary
Geo. J. Waters, 202 5th St Collector
Chas. S. Mason, 91 South St Receiver
P. G. Springer, Room 8 Frazier Block Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and 4th Sundays 2 P. M.

W. J. Bain, Box 1,763 Master
George Watts, Box 1831 Secretary
George F. Watson Collector
J. F. McGinnis Receiver
Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon in I. O. O. F. Hall, 14 Washington Ave., N.

Ernest B. Mayo, 424 1st Ave South Master
W. E. Richmond, 820 N Girard Ave Secretary
Robert J. Watson, Mt. Curve ave., bet. Knox and Logan ave. Collector
W. E. Richmond, 820 N Girard Ave Receiver
Ernest B. Mayo, 424 1st Ave. S Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.

I. M. Dean, Box 590 Master
George H. Tucker, Box 590 Secretary
I. M. Dean, Box 590 Collector
George H. Tucker, Box 590 Receiver
Nick Phaler, Box 590 Magazine Agent

94. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th
Sundays at 2:30 P. M., and 1st Monday at 7:30
P. M.
John Tighe, 79 Hart St. Master
James Burgess, 64 Cliff St. Secretary
Frederick Voss, 103 Green St. Collector
E. C. Wilder, 50 South Ave. Receiver
Thos. Minshall, 24 Irving St. . . . Magazine Agent

95. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O.
F. Hall, corner Robert St. and 2d Ave.
W. W. Sturman, 1804 18th St. Master
Wash. Terrett, 17 18th St. Secretary
Wash. Terrett, 17 18th St. Collector
Eugene McAuliffe, 114 9th St., S. . . . Receiver
A. J. Thometz, Jamestown Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
George W. DeForest, Box 455 Master
William N. Roth, Box 458 Secretary
George W. DeForest, Box 455 Collector
William N. Roth, Box 458 Receiver
D. A. Parker Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30
P. M.
Thomas F. Croake, Box 57 Master
Ed. Smyth Secretary
J. B. Robinson Collector
T. F. O'Donnell Receiver
Myles Scallan Magazine Agent

98. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Thursdays at 7:30 P. M.
J. C. Bowman Master
L. W. Putnam Secretary
Wm. Verry Collector
Frank McCann Receiver
Dennis Moore Magazine Agent

99. CHEHAU; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall,
over National Bank, Commerce St.
E. L. Cranford, 287 Selma St., Selma, Ala. . . Master
D. C. Hair, Box 435 Secretary
J. P. Suxx Collector
E. L. Cranford, 287 Selma St., Selma,
Ala. Receiver
W. H. McDade, Atlanta, Ga. . . . Magazine Agent

100. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30
P. M.
Jas. C. Sharp, Box 704 Master
Jas. A. Brewster, Box 645 Secretary
Wm. Fleming, Box 645 Collector
J. M. Walker, Box 645 Receiver
W. H. Fletcher, Box 645 Magazine Agent

101. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th
Tuesdays at 7:30 P. M.
John A. Center, 322 Shotwell St. Master
S. Runyon, 175 16th St. Secretary
Ed. F. Dougherty, 230 Shotwell St. . . . Collector
W. F. Beck, 1106 Treat Ave. Receiver
W. S. Runyon, 175 16th St. . . . Magazine Agent

102. FRONTIER CITY; Owego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall,
Jefferson Block.
Charles H. Spath, 39 W. Talman St. . . . Master
M. H. Counsell, 16 E. 5th St. Secretary
James Whalen, 230 W. 7th St. Collector
James Whalen, 230 W. 7th St. Receiver
Thos. Bradley, 123 W. Cayuga St. . . Magazine Agent

103. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d
and 4th Sundays at 2 P. M.
John Cronin, corner B and Bluff St. . . Master
E. J. Kelly, 519 Ridge St. Secretary
John Burns, 513 Des Moines St. . . . Collector
E. J. Kelly, 519 Ridge St. Receiver
J. Stanley, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and
Pennington St., every Tuesday at 7:30 P. M.
W. W. Walker, L. Box 218 Master
H. W. Brandt, L. Box 218 Secretary
W. E. Buller, L. Box 218 Collector
J. W. Hudson, L. Box 218 Receiver
Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P.
M., and last Sunday of each month, at 9:30
A. M.
D. M. Leavitt, 36 Temple St. Master
John J. Doyle, 165 W. Chicago ave. . . . Secretary
J. F. Cantlon, 142 Front St. Collector
E. W. Wallbaum, 188 Milton Ave. . . . Receiver
Allen Webb, 244 N. Carpenter St. . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall,
Main St.
G. Leibtag, Box 695 Master
Joseph Quinn, Box 695 Secretary
L. M. Lockhart, Box 695 Collector
Joseph Quinn, Box 695 Receiver
M. R. Kerr Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineer's Hall, at 512 San Fernando
St., every Tuesday at 7:30 P. M.
Ed. Whitney, 46 Ann St. Master
H. C. Forsyth, 22 Railroad St. Secretary
Wm. T. Curl, 638 San Fernando St. . . Collector
Ed. Whitney, 46 Ann St. Receiver
J. S. Gates, Mojave Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
S. E. Canady Master
H. J. Grubnan Secretary
Fred Frolich Collector
Edward G. White Receiver
Veff. Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every
Friday evening
E. E. Pruynt, 41 1st Ave. Master
W. P. Couch, 24 Thompson Ave. . . . Secretary
George Kingsley, 22 Upton Park . . . Collector
George Kingsley, 22 Upton Park . . . Receiver
Louis Mansfield, 44 Ames St. . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams
Sts., every Monday at 2 P. M.
Wesley Alsop, Box 600 Master
Richard A. Potter, Box 609 Secretary
A. M. Freeman, Box 609 Collector
Richard A. Potter, Box 609 Receiver
Wesley Alsop, Box 609 Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sun-
day at 2 P. M.
John Igoo, Box 246 Master
Frank E. Giltner Secretary
Frank E. Giltner Collector
John Igoo, Box 246 Receiver
Frank Strunce Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. cor. 6th St., and
Grand ave., alternate Sundays at 2 P. M.
R. E. Nash, 1412 Grand ave. W. Master
W. L. Carss, 849 W. 13th St. Secretary
C. C. Woodard, 917 Court ave., Des
Moines Collector
F. S. Payne, 115 E. 9th St. Receiver
W. L. Carss, 849 W. 13th St., Des
Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut
Sts., every Thursday at 2 P. M.
Isaac Honaker, 1014 E. Green St. . . . Master
Christ. Ketterer, 710 18th St. Secretary
Murray Cook, 912 Magazine St. . . . Collector
Christ. Ketterer, 710 18th St. . . . Receiver
Henry Blume, 1,000 10th St. . . . Magazine Agent

104. "OLD KENTUCKY," Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St.,
1st and 3d Thursdays at 7:30 P. M.
Frank Robertson, Box 151 Master
M. J. Connelly, Box 151 Secretary
Charles Heimberger, Box 151 Collector
Frank Robertson, Box 151 Receiver
Charles Heimberger, Box 151 Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M.,
2d and 4th Sundays at 2 P. M.
F. W. Peterson Master
James Strahan Secretary
J. M. Lindemon Collector
Frank D. Fenn, L. Box 20 Receiver
Frank D. Fenn, L. Box 20 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dotts Hall 2d and 4th Sundays at 2 P. M.
Joseph Chaloupka, 1470 Cedar St. Master
Henry Quade 446 High St. Secretary
Joseph Chaloupka, 1470 Cedar St. Collector
Laverett Douglass, 983 Garfield Ave. Receiver
C. E. Redmond, D. M. & St. P. Shops Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
August Gerhart, Box 196 Master
P. D. Gregg, Box 677 Secretary
Chas. D. Hoyt, Box 188 Collector
Thomas Wilson, Box 497 Receiver
George Canaan, Box 396 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every
Thursday at 7:30 P. M.
Wm. J. Brown Master
Edward Bradley Secretary
Frank Wilson Collector
R. T. Pearson Receiver
John A. Simon, Antonito Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and
Market St., 2d and 4th Fridays of each month
at 7:30 P. M.
W. J. Murphy, 314 Montrose Ave. Master
J. L. Pate, 2919 Caroline St. Secretary
Charles Durnell, 1303 S Compton Ave. Collector
J. L. Pate, 2919 Caroline St. Receiver
J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mans-
field St., every 2d and 4th Sundays at 2 P. M.
J. R. Gordon, L. Box 235 Master
J. P. Collins, L. Box 235 Secretary
William Fitzmaurice Collector
W. C. Bruce Receiver
C. P. Collins, L. Box 235 Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
P. J. Slagle, L. Box 864 Master
W. P. Fitzgerald, L. Box 846 Secretary
P. W. Neidheiser, Box 805 Collector
P. J. Fitzgerald, L. Box 846 Receiver
Geo. W. Coen Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays
at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
S. R. Wild Receiver
W. S. Summers Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
W. J. Ingling Master
John H. Hiler Secretary
John H. Shannon Collector
Frank Walton, Box 166 Receiver
G. VanDoozer Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every
Wednesday at 8 P. M.
Michael Walsh Master
Thomas O. Jones, Box 250 Secretary
Thomas O. Jones, Box 250 Collector
Ernest Heenan, 1010 Central Ave. Receiver
James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of
Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
Jno. Buckley, 18th and O & 4 Sts. Secretary
Wm. Powell, 20th St. & Broadway Collector
H. L. Briggs, Cor. 8th and Market Sts. Receiver
Wm. Powell, 20th St. and Broad-
way Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineer's Hall, 1st and 3d Sundays at
1:30 P. M.
J. N. Timens Master
R. J. Gee, 1604 Poplar St., Port Huron Secretary
R. J. Gee, 1604 Poplar St., Port Huron Collector
E. G. Hubbard, Box 127 Receiver
Samuel Carson, Box 198 Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each
month, in K. of P. Hall, Carling's Block, Rich-
mond St.
S. T. Fletcher, 221 Maitland St. Master
R. Hornsby, 154 Clarence St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John Dickson, 367 Simcoe St. Receiver
Wm. Allan, 206 Clarence St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St. opposite
Skating Rink, 1st and 3d Sundays at 2 P. M.
Jas. Law, Richmond Station Master
Geo. A. Pearson, Richmond Station Secretary
Geo. A. Pearson, Richmond Station Collector
John Kelly, Richmond Station Receiver
Geo. A. Pearson, Richmond Station,
Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alter-
nately, in English School Room.
Wm. Carmichael, River du Loup Station Master
Louis D. Poulin, I. C. Ry. Station Secretary
Louis D. Poulin, I. C. Ry. Station Collector
W. H. Rougeau, River du Loup Station Receiver
W. H. Rougeau, River du Loup Sta-
tion Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Sa-
lina Sts., 1st and 3d Sundays at 3 P. M. and 2d
and 4th Tuesdays at 7 P. M.
E. F. McNulty, 615 W Fayette St. Master
Simon Mangan, 730 Otisco St. Secretary
G. G. Rousson, 16 1/2 Richmond St. Collector
L. H. Livingston, 404 Jackson St. Receiver
A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Cornwall, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
of each month at 3 P. M.
James F. Roody Master
Isaiah D. Wolcott, 2 Magee St. Secretary
Isaiah D. Wolcott, 2 Magee St. Collector
E. E. Everts, 159 E Erie Ave. Receiver
C. F. Ramsdell, 159 E Erie Ave. Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in I. O. O. F. Hall, every Sunday at
2 P. M.
A. C. Reif Master
W. D. Stokes Secretary
Charles Roley Collector
Thos. H. Crowner Receiver
Wm. Wolf Magazine Agent

12. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglas St., every Wednesday at 8 P. M.
 Albert Cole, 1719 Mason St. Master
 John Glynn, 1722 S. 8th St. Secretary
 J. D. Bahrens, 810 Pierce St. Collector
 Albert Cole, 1719 Mason St. Receiver
 Wm. Millar, Randall House, Beatrice, Neb. Magazine Agent

13. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
 W. B. Howe Master
 Wm. L. Johnston, Box 554 Secretary
 H. C. DeGroat Collector
 B. W. Zillely, Box 389 Receiver
 W. W. Gage Magazine Agent

14. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and 4th Sundays.
 W. M. Gallup, 512 S 3d St. Master
 J. P. Boyce, 307 S Center St. Secretary
 J. L. Smedes, 509 R R St. Collector
 J. M. Larimer, 307 S 3d Ave. Receiver
 J. L. Smedes, 509 R R St. Magazine Agent

15. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 R. C. Henry Master
 E. H. Talmadge Secretary
 Thos McFarlane Collector
 W. A. Brossard Receiver
 Wm. Ryan Magazine Agent

16. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assiniboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.
 G. Jonah, 226 McWilliams St. Master
 H. Enslah, 76 Williams St. Secretary
 G. M. Vansickle, 31 Isabel St. Collector
 Thomas Reese, 20 Gunnell St. Receiver
 W. J. Higgins, 1 Shultz St. Magazine Agent

17. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.
 C. M. Brown Master
 C. C. Smith, Box 58 Secretary
 R. F. Brown Collector
 James McKenzie, Forsyth Receiver
 E. E. Colbert Magazine Agent

18. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.
 M. A. Harring, Box 525 Master
 J. F. Burns Secretary
 M. Quinn Collector
 J. S. Rogers, Box 622 Receiver
 Ed. McLean, Box 328 Magazine Agent

19. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at 2 P. M.
 Con. S. McAuliffe, 451 Walker St. Master
 Bernard J. Fahl, Western Ave. and Wells St. Secretary
 Con. S. McAuliffe, 451 Walker St. Collector
 Con. S. McAuliffe, 451 Walker St. Receiver
 Edward Henretty, 559 3d Ave. Magazine Agent

20. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.
 A. R. Johnson, Box 211 Master
 George L. Gearhart Secretary
 A. R. Johnson, Box 211 Collector
 R. J. Luxan, Box 396 Receiver
 R. J. Luxan, Box 396 Magazine Agent

21. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows' Hall, 1st and 3d Sundays 2:30 P. M.
 Harry G. Poole, Box 386 Master
 A. A. Sherman Secretary
 Stephen E. Calkins, Box 49 Collector
 John H. Howell Receiver
 F. G. Bates, Lake City, Ia. Magazine Agent

123. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, 2d and 4th Sundays at 7 P. M.
 J. D. Irby, Box 10 Master
 H. A. Moore, Box 62 Secretary
 A. E. Bowman, Box 10 Collector
 Geo. E. Kendall, Box 62 Receiver
 T. J. Petersen Magazine Agent

124. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 8 P. M.
 W. C. Barney Master
 H. E. Cowan Secretary
 J. H. Cunningham Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

125. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
 Collin McArthur Master
 Jas. E. Handibo, Box 184 Secretary
 Wm. Rader Collector
 Collin McArthur Receiver
 W. P. Sirsion Magazine Agent

126. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.
 Thos. R. Wilkinson, Box 454 Master
 Archie McArthur, Box 454 Secretary
 Archie G. Edmunds, Box 454 Collector
 John A. Watson, Box 454 Receiver
 Jos. Kelcher, Box 454 Magazine Agent

127. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 C. W. Friend Master
 J. T. Hull, Box 375 Secretary
 Geo. W. Wright, Box 674 Collector
 A. Shunterman, Box 423 Receiver
 Geo. W. Wright, Box 674 Magazine Agent

128. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 W. C. Ingraham Master
 Harry Stanley, 101 Walnut St. Secretary
 P. H. Burns, 18 Float St. Collector
 George Showalter, 50 N. Galena ave. Receiver
 George Showalter, 50 N. Galena ave. Magazine Agent

129. MT. WHITNEY; Tal re, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 J. J. Norton Master
 George E. Landes, Box 81 Secretary
 G. G. Hutchings Collector
 George E. Landes, Box 81 Receiver
 Parker Barrett Magazine Agent

140. MOUNT OTRAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.
 A. G. Archer Master
 W. S. Brewster Secretary
 J. W. Hardy, L Box 599 Collector
 Henry Wise, L Box 599 Receiver
 S. W. Seelinger Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 H. Kilpatrick, 142 N. Cass St. Secretary
 J. H. Westerman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S Lafayette St. Receiver
 Thos. Brown, 139 Montgomery St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, St. Clair St., 5th Ward, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction Master
 B. J. Ross, Penn. Engine House Secretary
 G. W. Nesper, 406 Broadway Collector
 Fred. E. Bittman, 713 S Erie St. Receiver
 J. G. Hoffstatter, Air Line Junction Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every Monday, at 8 P. M.
 T. L. Davis, 1232 Euclid Ave., Alameda . . . Master
 A. J. Clark, Box 286 Oakland . . . Secretary
 T. J. Roberts, 1,830 William St., Oakland, Collector
 C. Sellander, 963 4th Ave. East Oakland, Receiver
 E. P. Woods, Berkeley, Cal . . . Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 Wm. A. Thompson . . . Master
 A. B. Thompson . . . Secretary
 Wilmot Keith . . . Collector
 Wm. A. Thompson . . . Receiver
 William Hamilton . . . Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.
 R. Nicholson, 319 10th St . . . Master
 Edward Beere, Cor. Cherry and Burleson Sts . . . Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts . . . Collector
 Edward Beere, cor. Cherry and Burleson Sts . . . Receiver
 H. A. Donaldson, 23 River Ave . . . Magazine Agent

146. BATOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 D. M. Moody, 103 Hardy St . . . Master
 E. C. Gerber, Orange . . . Secretary
 Chas. F. Miller, 8 P. Shops . . . Collector
 H. Hoffman, 22 Hardy St . . . Receiver
 J. P. Monaghan, 13 Vine St . . . Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105 . . . Master
 James Conner, Box 105 . . . Secretary
 Frank John, Box 105 . . . Collector
 W. W. Short, Box 105 . . . Receiver
 H. C. Belt . . . Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 Mike Bannan, Box 416 . . . Master
 S. F. James, Box 416 . . . Secretary
 C. W. Rankin . . . Collector
 M. E. Stafford, Box 488 . . . Receiver
 J. W. Bain, Box 416 . . . Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1418 Ave. A . . . Master
 P. A. Donahue, 311 W 55th St . . . Secretary
 Robert T. Roscoe, 1958 3d Ave . . . Collector
 Albert H. Hawley, 2,707 7th Ave . . . Receiver
 Chas Cowdrick, 236 E 119th St . . . Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. D. Fletcher, 212 Garden St . . . Master
 Wm. Charlesworth, 240 W. Washington St . . . Secretary
 Abe Switzer . . . Collector
 Wm. D. Reany, 416 W Washington St . . . Receiver
 Wm. Thomas, 350 W. Washington St . . . Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 98 Elgin St . . . Master
 Wm. Perkins, 150 Wellington St . . . Secretary
 Wm. Broughton, 18 Inchbury St . . . Collector
 William F. Baines, 180 Queen St . . . Receiver
 William Broughton, 18 Inchbury St., S . . . Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.
 W. A. Maguire . . . Master
 Frank E. Ayers, Box 104 . . . Secretary
 Frank Potter . . . Collector
 Thos. A. Weir, Kirby House, Saginaw . . . Receiver
 Frank E. Ayers, Box 102 . . . Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 202 Hill St . . . Master
 J. B. Martin, 401 S. Broadway . . . Secretary
 H. L. Wright, 11 S. Barbee St . . . Collector
 J. T. Helman, 114 N Broadway . . . Receiver
 J. M. Parmley, 102 1st and Barbee Sts . . . Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:30 P. M.
 R. W. Cameron, Box 141 . . . Master
 Ed. K. Brehl . . . Secretary
 J. E. Flint, Box 819 . . . Collector
 M. A. Lea, Box 77 . . . Receiver
 S. C. McFadden, 717 E 2d st., Ottawa, Kan. . . Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St . . . Master
 William J. Campbell, 2546 8th Ave . . . Secretary
 William J. Campbell, 2546 8th Ave . . . Collector
 J. L. McGrane, 2558 8th Ave . . . Receiver
 J. L. McGrane, 2558 8th Ave . . . Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2 P. M.
 W. E. Randolph, Box 256 . . . Master
 N. F. Colbert, Box 256 . . . Secretary
 M. T. Byrnes, Box 256 . . . Collector
 J. C. Potter, Box 256 . . . Receiver
 J. C. Potter Box 256 . . . Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall every Sunday at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty . . . Master
 F. P. Stutesman, L Box 807 . . . Secretary
 Geo. H. Smith . . . Collector
 M. E. Whetsel . . . Receiver
 F. E. O'Connell . . . Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Chas. E. Matteson, 187 Welsh Ave . . . Master
 A. Edmiston, 298 Riopelle St . . . Secretary
 John W. Lee, 647 Congress St., E . . . Collector
 Ed. Heidenrich, 124 Hastings St . . . Receiver
 Jesse B. Dodge, 336 Livorno ave. . . Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 8:30 A. M.
 G. Kundfinger, N. C. & St. L. Round House . . . Master
 D. J. Singleton, 471 Humphrey St . . . Secretary
 D. J. Singleton, 471 Humphrey St . . . Collector
 J. L. Enoch, 241 Foster St., E Nashville . . . Receiver
 H. P. Bledsoe, 205 Berry St., East Nashville . . . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., and 4th Sundays at 2 P. M.
 W. H. Boleman, 509 William St . . . Master
 R. T. Skinner, 1,591 Walnut St . . . Secretary
 E. F. Stiker, 1,611 Division St . . . Collector
 F. W. Hunter, 1,044 Main St . . . Receiver
 John Z. Fairchild, 516 Upper 11th St. . . Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St . . . Master
 S. W. Bowser, cor. Port and Linn Sts . . . Secretary
 S. W. Bowser, cor. Port and Linn Sts . . . Collector
 J. D. Hawksworth, 2003 Madison St . . . Receiver
 J. A. Richards, 1117 S 8th St . . . Magazine Agent

162. PROSPECT; Kikhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every
Tuesday night 7:30, and 1st Sunday at 2 P. M.
W. W. Howard, 1200 S Main St Master
J. C. Doty, 311 Harrison St Secretary
Theo. Snader, 510 Sixth St Collector
D. F. Wagner, 328 Jefferson St Receiver
Sam. E. Ivey Magazine Agent

163. ATJA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
Tim Corder, Box 210 Master
Dewitt Hope, Box 50 Secretary
D. B. Rathfon, Box 56 Collector
D. B. Rathfon, Box 56 Receiver
Dewitt Hope, Box 56 Magazine Agent

164. KEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on
Broadway.
Geo. E. Crider Master
C. E. Blair Secretary
John J. Derck, Box 202 Collector
John J. Derck, Box 202 Receiver
Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays
at 7:30 P. M. and 4th Sundays at 2 P. M.
J. E. Brombaugh Master
J. M. Leedy Secretary
George B. Richason, Box 283 Collector
Albert I. Routh Receiver
G. W. Adams, Box 166 Magazine Agent

166. WL HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7
P. M.
J. P. Keller, Box 619 Master
J. P. McCaulay, Box 340 Secretary
John S. Dolan, Box 915 Collector
C. E. Wallace, L Box 983 Receiver
W. B. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at
2 P. M., and 2d and 4th at 7 P. M.
Chas. W. Bryan Master
C. E. Velin Secretary
Chas. W. Bryan Collector
Hugh Farmer Receiver
H. P. Smith, Wallula, Wash. Ter. Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and
3d Sundays at 2 P. M., and 2d and 4th Mondays
at 7:30 P. M.
Fred. Stirmemann Master
J. E. Wells, 416 Avon St Secretary
George Brewer, 403 cor. Avon and
Gould St., LaCrosse, Wis Collector
Thos. Cawley, 521 Mill St Receiver
Frank M. Barker, 713 George St Magazine Agent

169. E. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Mon-
day at 7:30 P. M.
H. H. Sweet, 51 Elm St Master
V. C. Randolph, 79 River St Secretary
A. H. Spencer, 18 Elm St Collector
A. H. Spencer, 18 Elm St Receiver
W. A. Saylor, 18 Crosby St Magazine Agent

170. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sun-
days at 3 P. M.
George E. White, 357 E 3d St Master
H. E. Garfield, 511 Beach St Secretary
Thos. C. Lauters, 530 Utah St Collector
Frank Booth, Room 1, Houghton blk Receiver
Ed. Sampson, 1036 6th St Magazine Agent

171. STEBBAN; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th
Thursdays.
John J. Furguson Master
Thos. W. Hennessy, Box 167 Secretary
Peter Fraser Collector
Jas. A. Sproull, Box 167 Receiver
R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall,
cor. Sparks and Wellington Sts.
G. W. Hawley, 44 Lorne ave Master
Mills Foster, 544 Wellington st Secretary
H. A. McAuley, Hintonbury Collector
Hugh Handyside, Hintonbury, via
Ottawa, Ont Receiver
Tim Brennan, Mt. Sherwood P.O. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30
P. M.
Olem Welker Master
Geo. F. Fleming Secretary
Simeon Frost, Coolidge, N. M Collector
Jas. Bullard Receiver
Wm. J. Burke Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall,
2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P.
M.
Ed. E. Ewing, cor. Front and Boas Sts Master
W. H. Morne, 1501 N 6th st Secretary
H. J. Roberts, 503 Riley St Collector
William Blessing, 422 Riley St Receiver
H. S. Gingrich, 1413 Wallace St Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every
Wednesday at 7 P. M.
Ben. Tobin, 228 Indiana Ave Master
James Kealey, 348 E. Main St Secretary
Willis Stone, Gay St., E Collector
Lorane Hogue, 58 N. Arch St Receiver
Lorane Hogue, 58 N. Arch St Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday
evenings.
A. G. Turley, Box 65 Master
W. F. Gorman, Box 236 Secretary
W. F. Gorman, Box 236 Collector
C. H. Porter, Box 41 Receiver
C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30
P. M.
Geo. M. Lovett Master
H. M. Worthington, Box 184 Secretary
Geo. C. Sparks, Box 184 Collector
M. H. Neal, Box 184 Receiver
H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts.,
Tuesdays, at 8 P. M.
Leonard W. Kessler, 50 N 3d St. W Master
J. F. Keim, 701 W 1st S St Secretary
F. A. Featherston, 222 N. 3d St. W Collector
W. C. Wightman, 50 N 3d St., W Receiver
E. L. Hawkins, 419 W. 5th St. S. Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3
P. M.
J. W. Barber, University Place Master
J. K. Robinson, 718 H St Secretary
J. W. Barber, University Place Collector
J. K. Robinson 718 H St. Receiver
E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and
3d Saturday evenings.
M. J. Kiley, 602 Jefferson Ave Master
Frank Jaekell, 519 15th St Secretary
David Meehan, I. C. R. R. Shops Collector
M. J. Kiley, 602 Jefferson Ave Receiver
Robert Stevenson, 438 8th St Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
at 2 P. M.
Wilson Munro Master
James Combs Secretary
Alexander Dunbar Collector
James Nicholson Receiver
Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 221 W 18th St Secretary
 A. H. Gifford, 221 W 18th St Collector
 T. F. Ray, cor 19th and Chestnut sts . . Receiver
 Geo. Haybarger, cor 16th and Chestnut sts . . Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 W. H. Jayred Master
 W. H. Cross Secretary
 W. T. Wade, 49 Maplewood Ave . . . Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 801 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 498 S Tanner St . . . Collector
 John E. Myers, 734 Broadway Receiver
 S. H. Harting, 328 N Pierce St . . Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 Dan Durke, Box 311 Master
 L. S. Lytle, Box 311 Secretary
 J. T. McGee, Box 311 Collector
 C. L. Webster, Box 311 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3834 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 3818 La Salle St . . . Master
 Jas. Manning, Wabash Roundhouse, 41st St . . . Secretary
 John Nolan, 8829 Butterfield St . . . Collector
 Jas. Eyerett, 4219 School St Receiver
 Wm. Beyer, 5161 School St Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2:30 P. M.
 John W. Parson Master
 M. Hudelson Secretary
 Frederick L. Patton Collector
 John W. Parson Receiver
 W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Michle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 E. P. Tobias, 39 Fairfield Ave Master
 Walter Karch, 21 Maplewood Ave . . . Secretary
 Chas. Benjamin, 49 Maplewood Ave . . Collector
 Lewis L. Gay, 675 Park Ave Receiver
 Fred Myers, 829 Austin Ave . . . Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, 723 S. Jefferson St., Green Bay . . . Collector
 Martin Sheehy Receiver
 J. T. La Haie, Grand Rapids . . . Magazine Agent

190. FERGUSON; Mitchell, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 Oscar W. Merwin, Box 189, Sanborn, Ia., Collector
 Oscar W. Merwin, Box 189, Sanborn, Iowa . . Receiver
 Thos. Helman, Sanborn, Iowa . . Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 James Martin, L. Box 6 Mastey
 Forrest Bullard, Box 51 Secretarr
 Walter F. Jellison Collector
 H. E. Conger Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.
 Fred. L. Dexter, Box 212 Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A. St. . . . Collector
 Phillip Green, 1516 Pacific Ave . . . Receiver
 F. L. Dexter, Box 222 Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
 W. Hays Albina Master
 J. F. McQuade, Box 287 Secretary
 E. J. Stroud, Box 287 Collector
 D. J. Byrne, Box 287 Receiver
 D. J. Byrne, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30 P. M.
 C. M. Doucett, Box 181 Master
 W. J. Hannan, Box 101 Secretary
 Chas. Wiley Collector
 George C. Slade Receiver
 C. N. Baird, Box 309 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Chas. H. Thompson Master
 Chas. C. Hammond Secretary
 Joseph Bagley Collector
 James Duffy Receiver
 James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 Chas. E. Phelan, Box 330 Master
 S. W. Burdick, Box 330 Secretary
 George Laughton, Box 330 Collector
 John Nelson, 312 W. 7th St Receiver
 Harry C. Newell, 221 E 12th St . . Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at 1:30 P. M. in B. of L. E. Hall, Law's Building.
 James Bailey Master
 Sam McCormac, Box 309 Secretary
 Leonard Hulbert Collector
 James Bailey Receiver
 A. M. Johnson, Box 337 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50 1/2 State St . . . Master
 H. P. Bayley, 15 State St Secretary
 W. T. Clark, cor. Hester St. & Ford ave. Collector
 W. Y. Dennis, 15 State St Receiver
 H. G. Ferris, 35 Newton St . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.
 David Heinzelman, 313 Henrietta St . . Master
 W. B. Wiseman, 1101 Oak St Secretary
 M. J. Hallisy, 549 Crossman Ave . . . Collector
 W. B. Wiseman, 1101 Oak St Receiver
 A. C. Clemens, 947 Sheehy St . . . Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
 Henry Slager, N. O. & N. E. shops . . . Master
 W. H. Armstrong, L Box 470 Secretary
 John H. Woodruff, 3129 5th St Collector
 Simon F. Baker, 423 41st Ave Receiver
 Simon F. Baker, 423 41st Ave . . . Magazine Agent

200. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
 J. D. Bledsoe Master
 James Gaffney Secretary
 W. J. Teague Collector
 Robert McKinley Receiver
 W. F. Quinn, M. & O. shops . . . Magazine Agent

201. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
 Sinnet A. Barker, 495 2d St Master
 Lewis R. Gettle, Jr., 88 N Sugar St . . . Secretary
 Wm. Cutter, Box 320 Collector
 J. H. Brandenburg, 143 Hearn St . . . Receiver
 W. P. Matthewson Magazine Agent

- 24. GARFIELD; Garrett, Ind.**
Meets in G. A. R. Hall, every Sunday at 2 P. M.
M. W. Smith, Box 169 Master
S. P. Phillips, Box 36 Secretary
J. M. Whiteman, Box 28 Collector
V. B. Moughlor, Box 73 Receiver
G. W. Artis, Box 103 Magazine Agent
- 24. COTTON BELT; Jonesboro, Ark.**
Meets in Stacy Hall, every Wednesday at 7:30 P. M.
Geo. B. Yauch, L. D. R. Master
L. D. Roberts, L. Box 165 Secretary
William E. Dixon Collector
L. D. Roberts, L. Box 165 Receiver
J. H. Lambert, Box 100 Magazine Agent
- 25. FLOWER OF THE WEST; Topeka, Kansas.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Christ. McGinnis, 16 State St. Master
Thos. Norwood, 217 Jefferson St. Secretary
E. H. Powell, 405 Lake St. Collector
Christ. McGinnis, 16 State St. Receiver
John R. Mullins, 116 Monroe St. Magazine Agent
- 24. PORT PICKERING; Memphis, Tenn.**
Meets in Miller's Hall, Cor. 5th and Jackson Sts., every Tuesday at 7:30 P. M.
D. L. Forsyth, 83 market St. Master
Chas. A. Crane, 85 Florida Ave. Secretary
J. E. Smithers, 58 Florida Ave. Collector
Chas. A. Crane, 85 Florida Ave. Receiver
Thomas Coogrove, K. C. M. & B. Round House Magazine Agent
- 26. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.
A. H. First, 900 Water St. Master
F. H. Nichols, 1025 Water St. Secretary
Thomas Newberry, 857 E. Center St. Collector
George A. Oster, 356 Randolph St. Receiver
E. J. Prenatt, 783 Garden St. Magazine Agent
- 26. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Hall every Sunday afternoon.
John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 837 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent
- 26. SARATOGA; Whitehall, N. Y.**
Meets in Breet's Hall, alternate Sundays.
W. R. Combs, Box 56 Master
J. W. Farrar, Box 861 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 56 Receiver
Mike Bradshaw Magazine Agent
- 29. 12-K; Schenectady, N. Y.**
Meets in McCamus Hall every other Thursday.
John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
H. Maloney, Box 497 Magazine Agent
- 31. OROKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 3 P. M.
Stewart Bowers, 946 Wilkesbarre st. Master
C. L. McKee, 208 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St. Collector
A. J. Miekley, 725 Berwick St. Receiver
D. W. Henry, 445 Wilkesbarre St. Magazine Agent
- 32. KNIRK; Watertown, N. Y.**
Meets in Good Templars' Hall, 2d and 4th Sundays.
T. H. Lynch, 101 Factory St. Master
Geo. D. Ackerson, 42 Coffeen St. Secretary
S. G. Wells, 28 Meadow St. Collector
F. C. Nichols, 28 Meadow St. Receiver
W. Graham, 50 Arsenal St. Magazine Agent
- 33. WEST SHORE; Syracuse, N. Y.**
Meets in Doolittle Hall, Pine St., alternate Sundays.
James H. Allison, 103 Henderson St. Master
Carl E. Blanchard, 142 Oak St. Secretary
Patrick Conlon, 410 Renwick Ave. Collector
Edward Davis, 140 Oak St. Receiver
J. L. Sullivan, 103 Henderson St. Magazine Agent
- 314. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Jno. H. Baker, 1707 Maryland Ave. Master
J. W. Akehurst, 442 Federal St. Secretary
Geo. F. Shuman, 515 3d Ave., Hampden City Collector
Geo. C. Yeagy, 448 Federal St. Receiver
T. C. Lambden, 1309 Valley St. Magazine Agent
- 315. EAST ALBANY; East Albany, N. Y.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St. Secretary
Wm. A. Buckbee, 55 John St. Collector
Chas. J. Wriker, 17 Glenn St. Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent
- 316. BLACK RIVER; Lorain, Ohio.**
Meets in K. of P. Hall, Bensor Block, 2d and 4th Sundays at 12 o'clock noon.
J. M. Hines Master
John J. Wright Secretary
J. C. Crouch Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent
- 317. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall, 2d and 4th Sunday afternoons.
Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent
- 318. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Clayton Colvin Master
Richard Griffith, Box 263 Secretary
Wm. Michie Collector
Richard Griffith, Box 263 Receiver
E. Taylor, Box 152 Magazine Agent
- 319. SMOKEY CITY; Allegheny, Pa.**
Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
J. L. Phillips, 281 Franklin St. Master
Geo. R. Fletcher, 307 Allegheny Ave. Secretary
Samuel Overlander, 36 Bidwell St. Collector
H. B. Shaffer, 233 Locust St. Receiver
U. H. Simpson, 303 Franklin St., Magazine Agent
- 320. PROVIDENT; Sanbury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.
A. C. Mitchell, Box 212 Master
J. H. Kemberling, Box 212 Secretary
H. W. Shoffstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
John F. Walls, Box 212 Magazine Agent
- 321. HUBON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
William H. Forbes Master
J. W. Gray, L. Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
Wm. Shortman, Box 59 Magazine Agent
- 322. WEBSTER; Fort Dodge, Iowa.**
Meets in B. of L. E. Hall, 2d and 4th Sundays.
Jacob A. Fessler Master
O. G. Anderson, Box 49 Secretary
M. McVicker Collector
Homer M. Rhodes, Box 499 Receiver
A. W. Nunns Magazine Agent
- 323. POTTAWATOMIE; Wamego, Kan.**
Meets in Odd Fellow's Hall Sundays at 2 P. M.
R. W. Spragg Master
John H. Kane, 304 N. Fifth St., Kansas City Secretary
F. E. Easterday, Box 173 Collector
Jas. M. Sanders Receiver
Alvin Roe Magazine Agent

- 224. T. C. BOORN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
Abe Vogel, L Box 944 Master
J. A. Dickinson, L Box 1128 Secretary
John Mournan Collector
Abe Vogel, L Box 944 Receiver
Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William West, Canada.**
Meets in Smith's Hall every Monday night.
T. L. Dummond Master
Wm. T. Reid Secretary
Milo A. Bryant Collector
Joseph Fregreau Receiver
Joseph Fregreau Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
J. H. Dunkin, 813 Preston St., Dallas Master
W. M. Nicol, L Box 240 Secretary
J. Barry, H. & T. C. R. R. Shops Collector
W. M. Nicol, L Box 240 Receiver
J. Hyndman, H. & T. C. Shops Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
Theo. Haskins, 3 Birdsall St Master
T. W. Campion, 42 Robinson St Secretary
Robert Rothrock, Cemetery St. Collector
Theo. Haskins, 3 Birdsall St Receiver
G. B. Warner, 80 Lewis St. Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
R. S. Gillingham, 128 10th St., Hyde Park Master
Wm. H. Brutzman, 829 Franklin Ave. Secretary
Albert J. Thomas, 317 S Hyde Park Ave. Collector
Hyde Park Receiver
Ed. H. Beldin, 1239 Academy St., Hyde Park Magazine Agent
L. Firstein, 813 Hampton St.
- 229. RICKARD; Utica, N. Y.**
Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
J. J. Quirk, cor. Mary and Albany Sts Master
Chas. A. Pease, 102 Broad St Secretary
John A. Weigand, 32 Hubble St Collector
Chas. A. Pease, 102 Broad St Receiver
Fred Ebersperger, 159 Catharine Street Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
William H. Bagley, 541 Clinton Ave Master
Courtland Maher, 11 Prospect Ave Secretary
Luke F. Kelly, W. Albany Collector
Jas. J. Gill, 91 Livingston Ave. Receiver
L. C. Montague, 15 Hunter Ave, Magazine Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets in G. A. R. Hall, corner 3d and King Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. F. Fagan, 407 S. Jackson St Master
G. H. Larimore, 916 Poplar St Secretary
L. L. Sargent, 618 W 4th St Collector
E. M. Sargent, 618 W 4th St Receiver
Jacob Z. Orr, 104 Poplar St., Magazine Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets in A. O. H. Hall 2d Monday and 4th Wednesday nights.
T. F. Farrell Master
Fred. H. Davis, 17 Sprague Ave Secretary
H. B. Weeden, 281 North St. Collector
C. E. Ward, 79 Wisner Ave Receiver
M. J. Quinn, Norwich Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
Henry Snider, Box 376 Master
Geo. W. Speer Secretary
William H. Gay Collector
Alfred Wood, Box 376 Receiver
Geo. W. Speer Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets in B. of L. F. Hall, alternate Tuesdays.
John Mitchell Master
Adam Beattie Secretary
James Devine Collector
John Clemenson Receiver
Adolphus Christink Magazine Agent
- 235. THREE BROTHERS; Pittsburg, Pa.**
Meets in Welsh Bros. Hall at cor. 28th St. and Penn Ave., alternate Sundays, at 2 P. M.
R. O. Ferron, 2903 Penna ave Master
J. G. Gray, 241 45th St. Secretary
William J. Adams, Wilkensburg Collector
Jos. W. Graham, 2,907 Pennsylvania Ave Receiver
Jos. Graham, 2,907 Penn Ave Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets in Masonic Hall every Saturday at 7:30 P. M.
W. E. Lyons Master
J. P. Lear, Box 17 Secretary
T. E. Cobbs Collector
R. P. Boyd Receiver
T. E. Cobbs Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilton School Hall, 1st and 3d Sundays.
M. J. Kennedy, 549 W. Ohio St., Chicago Master
Wm. Hartigan Secretary
David Leavitt Collector
Thaddeus Chew Receiver
G. J. Rowbottom, 168 Avers Ave., Chicago, Ill. Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets in Rogers' Hall every Tuesday at 7:30 P. M.
J. P. Wesley, 1,105 Broadway Master
W. E. Paley, 1,115 Broadway Secretary
J. A. McCann, 1,115 Broadway Collector
C. F. Swanson, 716 Court St. Receiver
C. P. Boyd, 125 N 13th Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets in Firemen's Hall, 51 N. Lake St., 2d and 4th Sundays at 1 P. M.
James B. Healy, Elmwood Place Master
Fred R. Jaynes, 13 N. Liberty ave Secretary
Thos. F. Barker, 281 E Central Ave Collector
Benj. Dettleback, 318 E Central Ave Receiver
T. J. O'Connor, 167, E. Winterst. Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
George Hasting, cor. Orange and Grove Ave Master
M. A. Henry, 327 Quarry St Secretary
R. J. Black, N. Elm Ave Collector
M. A. Henry, 327 Quarry St. Receiver
Edward J. Coy, 523 E Main St. Magazine Agent
- 241. LAKE ERIE; Buffalo, N. Y.**
Meets in B. of L. E. Hall, 421 S. Division St., Alternate Fridays, at 7:30 P. M.
Daniel E. Barry, 551 Swan St Master
F. W. Springweller, 145 Monroe St. Secretary
P. W. Springweller, 145 Monroe St. Collector
I. H. Crossman, 500 Swan St. Receiver
F. H. Goodenough, 772 Eagle St. Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in Redmen's Hall, 1st and 3d Sundays at 2 P. M.
John Finlay, Jr., 505 Fulton St Master
Harry F. Millins, 851 Magee St Secretary
J. Hungerford, 325 Norton St. Collector
Har y F. Millins, 851 Magee St. Receiver
Percy P. Davis, 519 Penn Ave Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets 1st and 3d Sundays at 9 A. M. over National Bank, State line.
J. S. Evans, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark Secretary
E. H. Evans, Bonham Collector
C. J. Neff, Texarkana, Ark., Box 64 Receiver
J. J. Holmes, Bonham Magazine Agent

24. T. P. O'BURKE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson
Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30
P. M.
P. C. Winn, 235 Blue Island Ave Master
G. M. Whitmore, 1148 S. Grenshaw St. Secretary
E. Atkins, 180 Maxwell St. Collector
Chas. J. Lynch, 356 W. 12th St. Receiver
Elmer C. Crawford, 5390 School
St. Magazine Agent

24.5. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Stelts, 64 W. Broad St. Master
Adam Hutton, 271 Bull St. Secretary
Adam Hutton, 271 Bull St. Collector
John Murphy, Gaillard St., 3 doors from
Burrough St. Receiver
C. Z. McArthur, C. R. R. shops Magazine Agent

24. MACON; Macon, Ga.

Meets in K. & W depot every Sunday.
J. I. Davidson, Congress St. Master
T. E. Jordan, cor. 3d and Boundary Sts. Secretary
W. H. Lofley, 704 3d St. Collector
K. P. Almy, 704 Third St. Receiver
E. Swansburger, 1425 4th St. Magazine Agent

24. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
W. H. Hollingsworth, R. & D. B.R. Shops. Master
Geo. W. Manning, 53 W. Simpson St. Secretary
T. R. Landen, W. & A. shops. Collector
Chas. W. Fisher, 106 E Simpson St. Receiver
J. C. Burnett, 79 Davis St. Magazine Agent

24. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1:30
P. M.
William Rose Master
John C. Eppy, Box 305 Secretary
Dan L. Cook Collector
Wm. M. McGregor, Box 416 Receiver
E. S. Redhead, Box 226 Magazine Agent

24.5. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sun-
day at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
E. J. Aspin Secretary
Robert Cross Collector
Alexander Melville Receiver
P. F. Boesch Magazine Agent

24. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
K. A. Beiley, Ashley, Pa. Master
Peter Becker, 15 Ralph St. Secretary
R. H. Diggory, Box 130, Kingston, Pa. Collector
Charles VanWhy, Box 73 Ashley Pa. Receiver
Elmer E. Butts, Ashley, Pa. Magazine Agent

24. LEHIGH; Mauch Chunk, Pa.

Meets in Stahl's Hall, Upper Mauch Chunk, 1st
and 3d Sundays.
Wm. H. Spencer, Box 275 Master
John McAllister, jr., Box 176 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer, Box 275 Magazine Agent

24. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
J. C. Strawbridge, 709 Locust St. Master
Lafayette Fridy, Box 622 Secretary
Joseph Dennison, 640 Chestnut St. Collector
Martin M. Hinkle, 711 Walnut St. Receiver
H. A. Bennett, Box 581 Magazine Agent

24. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st
and 3d Sundays of each month.
Chas. W. Scott, 24 1/2 Grant Ave Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Thos. H. Decator, 45 Hart Ave Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
A. F. Dickinson Secretary
H. F. Reinehl, Box 524 Collector
P. J. Farrell Receiver
J. F. Heatwole Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednes-
day nights.
James M. Zorn Master
W. S. Ballou, 704 S. C St. Secretary
C. W. Chapman Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in State Hall, every Thursday at 8 A. M.
Joseph McMahon Master
M. D. Finn, 704 S. 6th St. Secretary
J. B. Clark Collector
G. A. Milroy, Box 114 Receiver
M. H. Lintz Magazine Agent

257. KIT CARSON; Baton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sun-
day at 2 P. M.
Charles Miller, Box 56 Master
Aubyn W. Allison, Box 218 Secretary
John W. Cullen Collector
James R. Smith, Box 187 Receiver
J. McPherson, 111 Kansas ave.,
Trinidad, Colo Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday even-
ing at 7:30.
Edward Norton Master
Chas. W. Arnold, L. Box 29 Secretary
John M. Green Collector
Fred. Shirk Receiver
Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sun-
days at 2:30 P. M.
William Buckley, 316 Third Ave E. Master
William Buckley, 316 Third Ave E. Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 316 Third Ave E. Receiver
J. M. Rummel, Merchant's Hotel. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., every Monday at 7:30 P. M.
G. E. Hanford, 1730 O St. Master
Ralph Smith, Box 107 Secretary
J. F. Hickey, Box 107 Collector
C. W. Osborne, Box 107 Receiver
H. C. Carragher, 321 P. St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tues-
day.
A. L. Crew Master
John J. McInnis, Box 119 Secretary
Charles McDonald Collector
Chas. D. Martin Receiver
John J. McInnis, Box 119 Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate
Sundays at 2:30 P. M.
Fred. A. Sproule Master
John T. Neilson, jr., 47 Medland St. Secretary
William Hyndman, Box 61 Collector
James Mahoney Receiver
Wm. B. Richey Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall 1st and 3d Thursday at 2
P. M. and 2d and 4th at 8 P. M.
S. M. Bridgewater, Box 10 Master
E. P. Curtis, Box 72 Secretary
W. H. Pipkin, Box 10 Collector
W. S. Carter, Box 10 Magazine Agent
S. M. Bridgewater, Box 10 Receiver

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 E. E. Sweeney, 27 Wyoming ave., S. Butte . . . Master
 J. Hatter, 114 Wyoming ave., S. Butte . . . Secretary
 John Alexander, 22 Wyoming ave., S. Butte . . . Collector
 J. S. Sweeney, L. Box 11, South Butte . . . Receiver
 B. C. Hankla, South Butte . . . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St . . . Master
 George Schaufele, 23 Sycamore St . . . Secretary
 H. L. Brown, 427 Cass St . . . Collector
 L. A. Ogden, 233 Center St . . . Receiver
 S. Ide, 64 Monson St . . . Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 W. H. Buntin . . . Master
 Fred. J. Mayberry, Box 32 . . . Secretary
 R. B. Nichols, Box 120 . . . Collector
 M. Purdy . . . Receiver
 E. Doner, Box 407 . . . Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave . . . Master
 J. E. Coyne, 121 Pacific Ave . . . Secretary
 A. H. Flynn, 87 Pacific Ave . . . Collector
 Wm. T. Douner, 93 1/2 Allix St . . . Receiver
 P. J. LeSueur, 56 1/2 Verret St . . . Magazine Agent

268. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Harry McDougall, 78 W 2d St . . . Master
 J. B. Goedeker, upper 6th, bet. Spring and Market Sts. . . Secretary
 George M. Kohe, 230 Poplar St . . . Collector
 J. S. Keane, 106 W Main St . . . Receiver
 George L. Stein, 34 W 3d St . . . Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 6th St . . . Master
 H. E. Jordan, 401 W. 4th St . . . Secretary
 H. E. Jordan, 401 W. 4th St . . . Collector
 George W. Snyder, 56 Storrs St . . . Receiver
 H. E. Jordan, 401 W. 4th St . . . Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in G. A. R. Hall, 2006 Cedar Ave. South, 1st Sunday of at 1:30 P. M., and 3d Saturday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. . . Master
 Patrick Pernusse, 1,837 22d St., S. . . Secretary
 R. F. Humphrey, 22d St., between Cedar and 19th Ave. S. . . Collector
 George Cavanaugh, 2426 Fort Ave . . . Receiver
 J. D. Shewmaker, 2,011 22 1/2 Ave. South . . . Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 1st and 3d Sundays at 2 P. M.
 Thos. F. Ayers . . . Master
 William Weiler, Box 25 . . . Secretary
 Chas. E. Force . . . Collector
 William Weiler, Box 25 . . . Receiver
 M. T. Dickerman, Box 31 . . . Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays at 3:30 P. M.
 John S. Eveland . . . Master
 Jeremiah Desmond . . . Secretary
 James P. Butler . . . Collector
 John B. Everett . . . Receiver
 John S. Eveland . . . Magazine Agent

273. DENVER; Denver, Colo.

Meets in Evans' Block, Room D, 1,126 15th St., every Monday evening.
 Wm. Bratton, 1,245 S. 6th St. . . Master
 John P. Dale, 1140 12th St. . . Secretary
 R. B. Hind, 1024 S. 7th St. . . Collector
 John P. Dale, 1140 12th St. . . Receiver
 E. A. Schlereth, 911 S. 9th St. . . Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.
 G. G. Davis . . . Master
 C. F. Jordan . . . Secretary
 E. H. Hyde . . . Collector
 B. G. Mosely . . . Receiver
 W. C. Mosely . . . Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. . . Master
 C. I. Smith, C. & O. Round House . . . Secretary
 W. A. DeMaine, C. & O. Round House . . . Collector
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. . . Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. . . Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
 Fred. Clutterbuck, Box 621 . . . Master
 Angus Morton, Box 428 . . . Secretary
 Henry Andrews, North Bend . . . Collector
 Robert Bunt, Box 624 . . . Receiver
 James Little . . . Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Jochim Sts., 2d Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops . . . Master
 T. W. Kerns, L. & N. Shops . . . Secretary
 T. W. Kerns, L. & N. Shops . . . Collector
 C. W. Barnard, L. & N. Shops . . . Receiver
 Theady Green, L. & N. Shops . . . Magazine Agent

278. WHITE BREAST; Laredo, Tex.

Meets in I. O. O. F. Hall, Sundays at 2:30 P. M.
 J. E. Franklin . . . Master
 John J. Flynn . . . Secretary
 P. G. Lovenskind . . . Collector
 W. E. Richmond . . . Receiver
 P. H. Welman . . . Magazine Agent

279. MONTE SANO; Tusculumbia, Ala.

Meets in K. P. Hall 1st Saturday.
 R. P. Taylor . . . Master
 H. H. Burkhardt . . . Secretary
 J. W. Smith . . . Collector
 H. H. Burkhardt . . . Receiver
 S. M. Hall . . . Magazine Agent

280. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.
 W. W. Buttler . . . Master
 Chas. D. Crane . . . Secretary
 James Kennedy . . . Collector
 Curtis D. Rice . . . Receiver
 Mat Frith . . . Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.
 Geo. J. Flynn, Box 61 . . . Master
 W. H. Martin, Box 61 . . . Secretary
 J. F. Conlon, Box 61 . . . Collector
 R. D. Corey, Box 61 . . . Receiver
 Geo. Nichols, Box 61 . . . Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham . . . Master
 Calvin Muniear . . . Secretary
 Grant Lafferty . . . Collector
 Harry Strandling . . . Receiver
 J. T. Worsham . . . Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M. and 4th Sunday 3 P. M.
 Peter Wentz, Jr., Hallstead, Pa. . . Master
 E. Edinger, Box 67 . . . Secretary
 W. B. Trowbridge, Hallstead, Pa. . . Collector
 H. P. Trowbridge, Hallstead, Pa. . . Receiver
 S. H. Wells, Hallstead, Pa. . . Magazine Agent

284. ELK CITY; New Haven, Conn.
 Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Levi H. Rude, 54 DeWitt St. Master
 Ed. A. Ferrill, 150 Rosette St. Secretary
 John Scannell, Box 1124 Collector
 William A. Fyfe, 46 Arthur St. Receiver
 Ed. J. Kenney, 186 Cedar St. Magazine Agent

285. CHARTER OAK; Hartford, Conn.
 Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Robert H. Osmond, 55 Allen Place Master
 Emery E. Bill, 27 Vine St. Secretary
 Henry Vanderburg, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
 Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, cor. Washington & Astor Sts. Master
 Will F. Carle, 609 N Washington Ave. Secretary
 Will H. Moore, 110 Kirch St. Collector
 J. C. Kull, cor. Washington & Astor Sts. Receiver
 Will F. Carle, 609 N Washington Ave. Magazine Agent

287. ALTOONA; Altoona, Pa.
 Meets in Ramey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave. Master
 W. E. Burket, 223 16th St. Secretary
 E. K. Gerhard, 1903 Union Ave. Collector
 P. A. Davis, Box 16, Conemaugh Receiver
 Jas. J. Anthony, 1903 Union Ave. Magazine Agent

288. EMMET; Katherville, Iowa.
 Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. S. Houlthouser, Box 5 Master
 P. J. Sullivan, Box 49 Secretary
 A. S. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 35 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.
 Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Segasser, 153 Cowart St. Master
 C. C. Gilbreath, 618 Cowart St. Secretary
 J. A. Hartsock, 153 Cowart St. Collector
 Garrie Vanarsdale, 153 Cowart St. Receiver
 Garrie Vanarsdale, 153 Cowart St Magazine Agent

290. MARION; Hannibal, Mo.
 Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
 T. H. Hart, 412 Washington St. Master
 C. E. Lowe, 412 Washington St. Secretary
 J. T. Hart, 412 Washington St. Collector
 Fred Ozle, 412 Washington St. Receiver
 L. R. Bickel, 120 3d St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.
 Meets in Schiellein Hall, 25th Ward, 2d Saturday evening and 4th Sunday morning.
 Geo. A. Carman, Sackman St., near Liberty ave. Master
 Geo. W. Bruno, 160 Hull St. Secretary
 W. J. Cox, 45 Snedeker ave. Collector
 Thomas H. Smith, 707 Madison St. Receiver
 John A. Bolger, 12 Hull St. Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.
 Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 J. R. Phelps Collector
 M. C. Andrews Receiver
 C. N. Kidd Magazine Agent

293. LAFAYETTE; Marion, Iowa.
 Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
 H. J. Kimbrell, Box 5 Master
 Henry A. Heberling, Box 616 Secretary
 Hugh A. Fagan Collector
 Henry A. Heberling, Box 646 Receiver
 Thos. D. Harrington, Box 265 Magazine Agent

294. OHIO RIVER; Huntington, W. Va.
 Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 Frank H. Rowley, Box 282 Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 H. A. Wells Receiver
 H. A. Wells Magazine Agent

295. U. S.; Davenport, Ia.
 Meets in workmen's Hall, cor. 4th and Brady Sts., 1st and 3d Sunday.
 Martin L. Mitchell, 801, Switz St. Master
 F. W. Duncan, 110 W 5th St. Secretary
 Geo. Daugherty, 814 W 4th St. Collector
 Martin Gillin, 818 Switz St. Receiver
 D. H. Moriarty, 1409 Perry St. Magazine Agent

296. IRON RANGE; West Superior, Wis.
 Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.
 M. T. Osborne Master
 Peter Corssen, 707 Garfield Ave Duluth, Minn Secretary
 B. W. Pink Collector
 Thos. R. Taylor, Box 466 Receiver
 J. M. Carroll Magazine Agent

297. CLARK; Jeffersonville, Ind.
 Meets in Beck's Hall, 2d and 4th Mondays.
 George T. Shirley Master
 C. E. Buehler Secretary
 Harry Delahunt Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.
 Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
 B. L. Hardaway, Box 46 Master
 Robert M. Glikley, Box 119 Secretary
 H. Neate, Williston Collector
 Geo. McLean Receiver
 John W. Goss, Glasgow, Montana Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.
 Meets in Jenner's Block every Sunday at 2:30 P. M.
 George W. Reed, Box 93 Master
 B. W. DeHaven, Box 592 Secretary
 Peter Beck Collector
 E. R. Colvin Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.
 Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 W. H. Henry, Box 49 Master
 A. S. Hewitt, L Box 834 Secretary
 A. S. Hewitt, L Box 834 Collector
 Wm. H. Williamson, Box 153 Receiver
 Harry F. McLean, Box 631, Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.
 Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
 Frank W. Thompson Master
 A. L. Howe Secretary
 S. J. Norris Collector
 W. C. Baldwin Receiver
 T. G. Averill Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.
 Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.
 J. P. Smith, Box 261 Master
 C. Y. Hood Secretary
 S. A. McPhee, Box 387 Collector
 Dennis Lowney Receiver
 W. J. Keenan, Box 96 Magazine Agent

303. VILLA PARK; Streator, Ill.
 Meets in Schlitz Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.
 J. J. Corcoran, 6 Larue St. Master
 T. W. White, 261 N. Wason St. Secretary
 E. S. Manley, 65 Main St., up stairs Collector
 James H. Nance, 118 N Everett St. Receiver
 E. S. Manley, 65 Main St., up stairs Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at 7:30 P. M.

Sam'l Leetham Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
J. J. Hicks Receiver
Wm. Farley, L. R. & M. R. R. . . Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.

William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
John Bosman Receiver
John B. Baxter Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.

E. B. Chandler, 22 West St. Master
F. B. Cleary, 26 Pearly St. Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St. . . Receiver
J. C. Muzzy, Bradford, N. H. . . Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.

Chas. A. Chapin, B. & A. Engine House . Master
J. A. Simons, Box 187, Merrick . . . Secretary
John Fenton, 585 Chestnut St. . . . Collector
E. M. Wilcox, Box 245, Merrick . . . Receiver
Frank H. Gero, 140 Franklin St. . . Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30 P. M.

Wm. Smith, Box 109, Eagle Pass, Texas . . Master
Frank B. Slater, Box 109, Eagle Pass, Texas . Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. . Collector
S. R. James, Box 109, Eagle Pass, Texas . Receiver
J. H. Moore, Box 109 Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays at 8:00 P. M. in Schwallenberg Hall.

Wm. Carroll, 184 Eighth St., Long Island City, N. Y. Master
Jas. B. Brennan, 76 East Ave., Long Island City, N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point, L. I., N. Y. Collector
W. J. Simon, 106 3d St., Long Island City, N. Y. Receiver
Wm. Rooney, 129 East Ave., Long Island City, N. Y. . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.

J. T. Cole Master
Ed. J. Marks Secretary
Eli L. Kistler Collector
H. B. Clark Receiver
A. J. Dunmire Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in B. of L. F. Hall.

Lewis A. North Master
Wm. A. Kennedy Secretary
Wm. A. Kennedy Collector
Robert Rippin, Box 238 Receiver
T. H. Garrity Magazine Agent

312. MOUNT SHASTA; Dunsmuir, Cal.

Meets in I. O. O. F. Hall every Monday night

Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets in Melville Hall, alternate Mondays at 7:30 P. M.

Oscar Kengott, 314 Colorado Ave., Kansas City, Kan. Master
John M. Frain, 108 Missouri Ave., Kansas City, Kan. Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City . Collector
E. C. Haddock, Box 188 Receiver
A. H. Ashley, Box 147 Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall 101 Hudson Ave.

C. H. Haverly, 65 Hudson Ave. Master
H. A. Norton, 119 Hudson Ave. Secretary
Willis J. Spafford, 2252 5th Ave., Troy . Collector
J. M. Williams, 29 Ingalls Ave., Troy . Receiver
Eugene D. Brizee, 472 8th St., Troy, N. Y. Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.

John M. Hannon, 88 Central Ave. . . . Master
Wm. M. Walsh, 1903 Broadway Secretary
P. J. Donovan, 780 S Division St. . . . Collector
Joseph Kennedy, 811 Williams St. . . . Receiver
P. J. Donovan, 780 S Division St., Magazine Agent

317. WELCOME HOME; Henderson, Ky.

Meets in I. O. O. F. Hall, every Saturday evening at 7:30 P. M.

E. H. Zirekel Master
C. M. Broughton, L. St. L. & T. Ry. . . Secretary
C. N. Hudson Collector
George A. Brown Receiver
C. M. Broughton, L. St. L. & T. Ry. . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Haslewood Ave., 1st and 3d Mondays at 7:30 P. M.

Edwin Gutzler, Glenwood, 23d Ward . . Master
E. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Willis, Glenwood, 23d Ward . . . Collector
W. B. Knepper, Glenwood, 23d Ward . . Receiver
J. E. Fox, Glenwood, 23d Ward . . . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 8:30 P. M.

Harry R. Brown, Jr. Master
A. Harden Secretary
A. Harden Collector
J. H. Rowland Receiver
J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.

D. Lordan, 471 Jenks St., St. Paul Master
J. H. Salley, 833 Payne Ave., St. Paul . Secretary
Wm. Dykeman 485 Bradley St. Collector
Chas. L. Work, 707 Minnehaha St., St. Paul . Receiver
F. Copeland, 468 Case St., St. Paul, Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.

Jas. D. McAdam, Box 116 Master
John H. Stern, Box 110 Secretary
Kenneth McRea, Box 116 Collector
Geo. B. Nicholson, Box 113 Receiver
Thos. Burt, Box 112 Magazine Agent

322. JULIEN; Dubuque, Iowa.

Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.

Geo. H. Kirkland, 2,351 Washington St. . Master
Luke F. Brennan, 2,351 Washington St. . Secretary
Ben. M. Snyder, 2,351 Washington St. . Collector
Thos. O'Brien, 2,351 Washington St. . Receiver
Ullman D. Luce, 769 W. 14th St., Chicago, Ill Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.

Frank Andrew Master
James McCabe Secretary
Michael Schmauch Collector
William J. Dintinger, Box 847 Receiver
Joseph Mucklow Magazine Agent

324. SOUTHERN CROSS; Gainesville, Texas.

Meets in K. of P. Hall every Sunday at 7 P. M.

Geo. W. Goldsby Master
E. R. Curl Secretary
W. A. Hinds Collector
C. E. Winther Receiver
A. Golke Magazine Agent

- 325. SATILLA; Waycross, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
Thos. M. Foran Master
H. J. Smith, Box 24 Secretary
H. B. Lee Collector
Wm. L. Knox Receiver
John W. Miller Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
G. P. Clough, 6 Allison St. Master
C. H. Alger, 12 Gay St. Secretary
G. E. Lovelace, 8 Webster St. Collector
G. P. Clough, 6 Allison St. Receiver
M. W. Maybee, 7 Pike St. Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening.
Charles Diffenbaugh Master
J. N. Brobant Secretary
F. B. Hardy Collector
Wm. C. Cox Receiver
Jas. A. McElwell Magazine Agent
- 328. SPANISH PEAKS; La Junta, Colo.**
Meets in Grand Army Hall, Mondays, at 2 P. M.
John C. Cole Master
Charles Gray Secretary
Archibald Russell Collector
Leslie Jones Receiver
L. W. Gilbert Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
John Milheisler, Box 102 Master
A. Dillon, L. Box 183 Secretary
John Milheisler, Box 102 Collector
E. J. Dunlap, L. Box 266 Receiver
Gus Lind, Jamestown, Kan. Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
T. J. Birch, 618 Highland Ave. Master
Frank Vaughn, 319 Berger Ave.,
Armourdale Secretary
J. F. Casey, 617 W. 7th St., Kansas City,
Mo. Collector
E. D. Root, 739 Simpson Ave. Receiver
G. W. Smith, 11 N. 7th St. Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
John J. McCarthy, 8 Englewood Master
J. D. Flood, Box 84, 8 Englewood Secretary
T. J. Hogan, 714 Englewood Ave. Collector
J. D. Flood, Box 84, 8 Englewood Receiver
Wm. T. Clodgio, 8 Englewood Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets in Library Building, 1st and 3d Sundays at 2 P. M.
B. W. Haws, 819 1/2 Barnes St. Master
John W. Wright, 746 Green St. Secretary
James I. Roney, 320 Pine St. Collector
C. A. Jansen, G. A. R. R. Receiver
D. S. Brodie, Central R. R. Shops Magazine Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets in Erickson's Hall, 3347 Lancaster St.,
alternate Wednesdays at 8 P. M.
H. C. Reagan, 3,319 Rockland St. Master
R. L. Tomlinson, 3837 Linwood St., W
Philadelphia Secretary
C. H. Maul, 830 N 40th St. Collector
Harry C. Ewing, 830 N 40th St. Receiver
Harry C. Ewing, 830 N 40th St. Magazine Agent
- 334. LONG DOUBLER; East Syracuse, N. Y.**
Meets in A. O. U. W. Rooms every Thursday night
E. S. Freeman Master
George M. Shaffer Secretary
E. J. Terry Collector
Jas. H. Fitzgerald Receiver
Joseph Gale Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets in B. of L. F. Hall, 11 Moreau St.
Alfred Pring, 8 Donegan St., Montreal Master
A. Maynes, 64 Moreau St. Secretary
J. C. Currie, 447 St. James St., Montreal, Collector
J. G. A. Brazeau, 83 Moreau St. Receiver
C. Herbert Pye, Smith's Falls, Ont. Magazine Agent
- 336. FALL RIVER; Neodesha, Kansas.**
Meets in Pierce's Hall, 2d and 4th Saturdays.
R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Charles Koehler Collector
R. C. McClellan Receiver
G. Harman, Box 45, Monett, Mo. Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets in Summerwell's Hall, 21st and Bellevue
ave., alternate Tuesdays at 7:30 P. M.
Homer Howard, 1210 Reservoir Ave. Master
Charles T. Largent, 1673 Madison Ave. Secretary
A. A. Sharum, 1,836 Mercer St. Collector
L. F. Stephens, Adaline and W. Prospect
Place Receiver
J. W. Leonard, 1641 Bellevue Ave., Mag. Agent
- 338. WEST BRANCH; Reno, Pa.**
Meets in Spangler's Hall, cor. 6th St. and Huron
Ave., alternate Sundays at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland, Cleremont, Pa. Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. RED MOUNTAIN; Birmingham, Ala.**
Meets in Allen Hall every Sunday at 9 A. M.
C. F. Barnett, Union Ticket Office Master
W. G. Bailey, L. Box 703 Secretary
W. M. Alexander, 1,604 7th Ave. Collector
J. E. Dickerson, East Lake Receiver
A. Zimmerman, 210 22d St. S. Magazine Agent
- 340. STAR OF THE WEST; Newton, Kansas.**
Meets in Odd Fellows' Hall, 1st and 2d Thurs-
day at 7:30 P. M.
John Hampson, 218 W. 6th St. Master
John Clarke, 317 Ash St. Secretary
Thos. Breen Collector
Chas. E. Jackson Receiver
John Clarke, 317 Ash St. Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall 1st and 2d Wednesdays,
and 3d and 4th Sundays.
Arthur Randall Master
Francis H. Carson Secretary
George R. Govett, Box 49 Collector
James Falconer, Canmore, N. W. Ter Receiver
H. J. Mesorley Magazine Agent
- 342. CASCADE; Medicine Hat, North West Terr.**
Meets in General Hall, 2d Wednesday and 4th
Thursday.
Wm. Lowe, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Wm. Veal, Box 51 Magazine Agent
- 343. NEW STATE; Spring Hill, Montana.**
Meets in Engineer's Hall every Wednesday at 2:30
P. M.
M. C. Ayanough, Lima Master
Wm. B. Dean, Lima Secretary
Magnus Ouse, Lima Collector
Albert E. Jones, Lima Receiver
E. J. Marchbanks, Lima Magazine Agent
- 344. LAS ANIMAS; Trinidad, Colo.**
Meets in Odd Fellow's Hall, N Commercial St.,
1st and 3d Sundays at 1:30 P. M.
J. V. Daley Master
E. E. Perry, Box 470 Secretary
E. E. Biggs, Box 470 Collector
J. E. Durden, 240 Oak St. Receiver
John McAuley Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets 1st and 3d Saturday at 8 P. M.
W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dal-
las Collector
James Lyons, Box 24 Receiver
J. N. Balfew Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall every Monday at 3
P. M.
F. T. Martin, 300 E Wright St. Master
Geo. B. McArthur, 201 Gregory St. Secretary
Geo. S. Walker, 300 E Wright St. Collector
F. T. Martin, 300 E Wright St. Receiver
R. P. Harmon, 1106 E Jackson St. Magazine Agent

- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Thursdays at 8 P. M.
William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent
- 348. BLUE MOUNTAIN; La Grande, Oregon.**
Meets every Wednesday at 3 P. M. in K. of P. Hall.
Wallace Duryea Master
James Argyle Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
E. A. Stephens, L Box 18 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
Martin O'Hara, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
S. S. Poole, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. Compton, S. Amboy Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore R. Mertz Receiver
Jas. P. Wade Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
Edward Doudt Master
Edward T. McNally Secretary
J. S. Pursell Collector
Charles Prutzman Receiver
Wm. Hartly Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
John H. Sweeney Master
Charles E. Preston Secretary
Luke Hale Collector
C. P. Kelly, 89 Foundry St Receiver
J. W. Holland, 175 Main St Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets in E. A. U. Hall, 1st and 3d Sundays.
Chas. E. Livingston, 4 Philip ave Master
W. O. Phipps, Strobus Ave Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
A. B. Morgan, 14 Plain St Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
John Curran, 222 Erie St., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genung, Chatham, N. J. Receiver
C. Q. Carman, Jr., Boonton Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in B. of L. F. Hall, 22d Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St Master
John Molloy, 500 S. Desplaines St Secretary
H. H. McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S. Desplaines St Receiver
O. Grady, 701 Scott St Magazine Agent
- 356. CHAUNCEY M. DEFEW; Albany, N. Y.**
Meets 1st and 3d Sundays at 2 P. M.
Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroff, 160 Clinton Ave Magazine Agent
- 357. JUSTICE; Vanceboro, Maine.**
Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland, St.
John. N. B. Magazine Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
Christopher McKay, 154 Isabell St Master
W. R. Perrin, 127 E. Isabell St Secretary
W. R. Perrin, 127 E. Isabell St Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whistlen, West St. Paul Round House Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.
T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E. Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
Sam. R. Pursell, 101 Mound St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, 1,109 Market St., Sandusky, O Receiver
Jos. Greetham, 1204 Washington St., Sandusky, Ohio Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**
Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.
Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent
- 362. CATARACT; Suspension Bridge, N. Y.**
David Haley, Niagara Falls, N. Y. Master
John C. White, Suspension Bridge, N. Y. Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Svalwel, Niagara Falls, N. Y. Receiver
John W. Francis, Niagara Falls, Ont. Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 8th Ave., 1st and 4th Sundays 2 P. M.
A. W. Eggleston, White Plains, N. Y. Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 3-8 Willis Ave Receiver
M. J. Lynch, 378 Willis Ave Magazine Agent
- 364. SOUTHERN STAR; Sanford, Fla.**
Meets in Masonic Hall, 1st and 3d Sundays at 1 P. M.
C. S. Perry Master
Fred. M. Buck Secretary
Andrew A. Holland Collector
Andrew J. Harvey Receiver
Andrew A. Holland Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets in G. A. R. Hall 1st and 3d Saturday evening
J. W. Stack Master
A. E. Wells, Box 568 Secretary
F. Darling, Windsor, Vt Collector
A. G. Firman, Windsor Vt Receiver
F. E. Keach, 1 Estabrook St., Brattleboro, Vt. Magazine Agent
- 366. OASIS; Ogden, Utah.**
Meets in K. of P. Hall, 24th St., Fridays at 1 P. M.
Chas. H. Smith, Box 8 Master
J. R. Ross, Box 8 Secretary
James Tomasek, Box 8 Collector
E. E. Babcock, Box 8 Receiver
Sam Walker Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets in Engineers' Hall, 1st and 3d Saturdays evenings.
Wm. H. Steele Master
M. J. McCabe, Box 200 Secretary
Robt. S. Green Collector
John G. Dikeman Receiver
M. J. McCabe, Box 200 Magazine Agent

- 68. DEEP WATER; Springfield, Mo.**
Meets in K. of H. Hall on Booneville St. (Headly Bk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
B. S. Chinn, 802 W Elm St. Master
Jno. Gallagher, 343 Brower St. Secretary
Chas. D. Jacquith, 724 Evans St. Collector
J. W. Nipple, 328 New St. Receiver
J. W. Welch, 816 W. Walnut St. Magazine Agent
- 69. WALSH VALLEY; Eldorado, Kan.**
Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
Merton Stewart Master
W. L. Kellogg Secretary
G. P. Metter, Wagner, Kan. Collector
C. G. Wickham, Box 304 Receiver
L. O. Leimbach Magazine Agent
- 70. MESHO VALLEY; Connell Grove, Kan.**
Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
Mat. S. Gilfry Master
Clarence G. Stone Secretary
Charles E. Leeman Collector
Charles Torrence Receiver
Peter S. DeHoff Magazine Agent
- 71. COVEAINT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
R. S. Beardon, Box 335 Master
A. H. Page, Box 335 Secretary
J. C. Fletcher, Box 335 Collector
John Dandy, Box 256 Receiver
A. H. Page, Box 335 Magazine Agent
- 72. SIGNAL MOUNT; Big Springs, Texas.**
Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
Geo. H. Smith, Box 33 Master
Samuel Hunter, Box 33 Secretary
F. W. Fahrenkamp, Box 33 Collector
W. D. Pettibone, Box 83 Receiver
A. M. Conaty, Box 33 Magazine Agent
- 73. PAWNEE; Fairbury, Nebr.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
W. F. Hackett, Box 316 Master
John McPhie, Box 262 Secretary
F. Courtney Collector
Frank McAdams, Box 223 Receiver
Geo. W. Warren Magazine Agent
- 74. McALLISTER; Herrington, Kan.**
Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
L. Gay, L. Box 355 Master
H. S. Smith, L. Box 355 Secretary
J. M. McChord, L. Box 337 Collector
H. G. Decker, Box 111 Receiver
B. Decker, Box 111 Magazine Agent
- 75. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d Sundays at 2 P. M.
John F. Hoban, 635 E 2d St. Master
Horace Hopkins, 452 May St. Secretary
Frank G. Stillwell, 28 N Van Lear St. Collector
N. W. Rose, 19 Galloway St. Receiver
John Ryan, 120 Crane St. Magazine Agent
- 76. J. H. KIRK; Horton, Kan.**
Meets in Mitchell's Hall every Saturday evening.
Wm. J. Canney Master
J. A. Carter, C. K. & N. Round House Secretary
J. A. Carter, C. K. & N. Round House Collector
Thomas Sheahan, L. Box 39 Receiver
James E. George, L. Box 39 Magazine Agent
- 77. HICKLE PLATE; Conneaut, Ohio.**
Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 P. M., and 2d and 4th at 8:00 A. M.
H. A. Belding, Box 220 Master
C. S. Ellinwood Secretary
W. J. Baldwin, Box 79 Collector
C. A. Wilcox, Box 301 Receiver
G. W. Nash Magazine Agent
- 78. HOLBROOK; Chartiers, Pa.**
Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
W. H. Graham, McKees Rocks, Pa. Master
D. W. Scott, McKees Rocks, Pa. Secretary
W. F. Morgan, McKees Rocks, Pa. Collector
Frank J. Thomer, 5720 Pennsylvania ave., Pittsburgh, Pa. Receiver
Frank J. Thomer, 5720 Pennsylvania ave., Pittsburgh, Pa. Magazine Agent
- 79. WEAVER; Sayre, Pa.**
Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
Wm. Preston, Waverly, N. Y. Master
James H. Denton, Box 290 Secretary
Wm. J. Stewart, Box 216 Collector
Johnson Walt Receiver
Johnson Walt Magazine Agent
- 80. HUB CITY; Aberdeen, S. Dakota.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
B. F. Slater Master
Wm. J. Aggus Secretary
A. A. Zimmerman Collector
Wm. J. Aggus Receiver
Frank Cox, Box 691 Magazine Agent
- 81. J. W. WALKER; Conemaugh, Pa.**
Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
J. C. Hess Master
H. E. Miller Secretary
C. S. Graham Collector
L. G. George Receiver
C. R. McDowell Magazine Agent
- 82. BETHESDA; Waukegan, Wis.**
Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
Alex. Turner, Box 830 Master
J. J. Purcell, Box 1150 Secretary
Chas. Vrooman, Box 830 Collector
J. M. Dowd, Box 1150 Receiver
Jas. H. McMahan Magazine Agent
- 83. PETROLEUM; Oil City, Pa.**
Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
Ed. McAbee, 30 Canal St., Olean, N. Y. Master
John H. Quirk, Box 330 Secretary
Thomas P. Martin Collector
Timothy Downey Receiver
L. G. Stone, 317 Seneca St. Magazine Agent
- 84. R. H. WILBUR; Leighton, Pa.**
Meets in Reader's Hall, 1st and Bank Sts., 2d and 4th Sundays.
Wm. F. Hoffer Master
Alvin H. Miller, Weissport, Pa. Secretary
A. T. Henry, Weissport, Pa., Box 122 Collector
Alvin Rex Receiver
Wm. F. Hoffer Magazine Agent
- 85. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
M. S. Tucker Master
L. Burkhalter Secretary
L. Burkhalter Collector
Henry Montgomery Receiver
B. L. McGinnis Magazine Agent
- 86. RAMONA; National City, Cal.**
Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
Edward Curtis Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd Receiver
J. M. Davis, Box 573 Magazine Agent
- 87. RED ROCK; Schreiber, Ontario.**
Meets in B. of L. F. Hall, 1st and 3d Mondays.
Alfred Bilbe, Box 53 Master
Fred. Hedge Secretary
W. T. Norris, Box 111 Collector
J. A. Walker, Box 36 Receiver
James Wilson, Box 36 Magazine Agent

- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St, 1st and 3d
Sundays at 2:30 P. M.
J. M. Grobben, 942 Kinnickinnie Ave. Master
Maurice Collins, 584 Hanover St. Secretary
Wm. McHenry, 183 Burrell St. Collector
Wm. McHenry, 183 Burrell St. Receiver
John Pier, 264 Madison St. Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
Harry L. Stow, Box 106 Master
Jos. Claybaugh Secretary
George Zugschwerdt Collector
A. H. Tucker Receiver
Jene Shea Magazine Agent
- 390. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
J. W. Littlejohn Master
J. C. Doughty Secretary
William M. Wickel Collector
C. H. Oliver Receiver
Wm. Winfrey Magazine Agent
- 391. NAUVOO; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
2d and 4th Sundays at 2 P. M.
Wm. B. Bock Master
Wm. Lawrence Secretary
Harry R. Kiune Collector
O. L. McClellan, Box 83 Receiver
E. M. Babb, Box 355 Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**
Meets in Odd Fellow's Hall 1st and 3d Monday
evenings.
M. S. Anderson, Box 219 Master
John D. Davis, Box 20 Secretary
Luther H. Martin Collector
Wm. R. Ransom, Cokeville, Pa. Receiver
D. D. Davis, Box 20 Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
Wm. C. Taylor, 1,508 First St. Master
S. M. Myers, 506 Kelker St. Secretary
Frank Snyder, 1228 N 7th St. Collector
William K. Drake, 1531 N 6th St. Receiver
William C. Taylor, 1506 N 5th St. Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
2d Saturday and 4th Sunday at 2:30 P. M.
E. K. Cole, Riverside Hotel Master
B. A. Downen, Riverside Hotel Secretary
Charles E. Harris Collector
B. A. Downen, Riverside Hotel Receiver
D. A. McArthur, Riverside Hotel, Magazine Agent
- 395. MILLARD FOSTER; N. Topeka, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Sundays at
7:30 P. M.
Wm. H. Riley, L. Box 129 Master
Wm. Ashworth, L. Box 129 Secretary
John T. Cuff, 118 Topeka av., Topeka, Collector
C. S. Wilcox, L. Box 129 Receiver
John T. Cuff, 118 Topeka ave., Topeka, Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in B. of L. F. Hallevery Monday at 2:30 P. M.
Paul J. McBride Master
W. Sims Secretary
D. W. Harding Collector
W. Sims Receiver
G. W. Seybeck Magazine Agent
- 397. LONG DIVISION; Holington, Kansas.**
Meets in Masonic Hall, 1st and 3d Wednesdays,
at 10:00 A. M.
N. B. Scrogin Master
F. M. Rainey Secretary
Alonzo C. Shaffer Collector
N. B. Scrogin Receiver
Frank J. Parnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellow's Hall, 1st Ave., opposite city
market, every Sunday at 2 P. M.
Wm. M. Reeves, 944 Fifth Ave. Master
Walter K. Mahone, 1232 Third Ave. Secretary
B. G. Harvey, 900 Fifth Ave. Collector
Henry Dickens, 944 Fifth Ave. Receiver
Jas. A. Landers Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
Meets in Teutonia Hall, 2d and 4th Thursdays at
7:30 P. M.
James Gordon, 588 N Rampart St. Master
Jas. C. Dupre, 111 Elysian Fields St. Secretary
Jas. C. Dupre, 111 Elysian Fields St. Collector
George Perry, 159 Spain St. Receiver
Wm. A. O'Donnell, 164 Laurel St. Magazine Agent
- 400. MARIAS DES CYGNE; Owawatomie, Kan.**
Meets in Odd Fellows' Hall every Saturday at 7
P. M.
George P. Reed Master
W. A. Bedell Secretary
C. Henderson Collector
Daniel King Receiver
Daniel King Magazine Agent
- 401. ITASCA; Two Harbors, Minn.**
Meets in I. O. O. F. Hall, 1st and 3d Sunday at
10 A. M.
A. N. Hunter, Box 263 Master
A. N. Hunter, Box 263 Secretary
M. Gallagher Collector
Wm. Grouse Receiver
M. O'Rourke Magazine Agent
- 402. WATER LILY; Water Valley, Miss.**
Meets in Odd Fellows' Hall, 1st and 3d Mondays
at 2 P. M.
W. H. Price, Box 65 Master
J. W. Diesel, Box 65 Secretary
Wm. G. Guess, Box 65 Collector
Jacob F. Bengtson Box Receiver
H. S. Price, Box 65 Magazine Agent
- 403. ELIZABETH; Portsmouth, Va.**
Meets in K. of P. Hall 2d and 4th Sundays at 2
P. M.
Walter M. Moore, 610 Dinwiddie St. Master
Hardy H. Duke, Drivers Secretary
O. W. Gaskins, cor. County and Pearl
Sts. Collector
Walter M. Moore, 610 Dinwiddie St. Receiver
J. F. Sullivan, 103 Crawford St. Magazine Agent
- 404. GRAVITY; Dunmore, Pa.**
Meets in Odd Fellow's Hall, 2d and 4th Sundays
at 2 P. M.
Peter J. Gallagher Master
Chas. Collins Secretary
Geo. W. Dersheimer Collector
J. W. Stuart Receiver
Dan. Gilbride Magazine Agent
- 405. VANDALIA; Effingham, Ill.**
Meets in K. of H. Hall, 2d and 4th Sundays at 2
P. M.
W. H. Crise, Box 251 Master
W. H. Kingley, Box 251 Secretary
W. H. Crise, Box 251 Collector
W. G. Kimball, Box 251 Receiver
James Lett, Box 251 Magazine Agent
- 406. THANKSGIVING; Foxburg, Pa.**
Meets in Odd Fellows Hall, 2d and 4th Sundays
at 6:30 P. M.
Gillian C. Miller Master
William F. Keefer Secretary
Payson J. Lancaster Collector
John Custer Receiver
John B. Gates Magazine Agent
- 407. PUGET SOUND; Seattle, Wash.**
Meets in Brunswick Hall, cor. Madison and Front
Sts., every Sunday at 7:30 P. M.
Wm. Blackman, 505 King and 8th Sts. Master
C. E. Houston, 823 Dearborn St. Secretary
Geo. Burns, cor. 7th and Main Sts. Collector
Dick Marshall, 617 S. 8th Receiver
Geo. Burns, cor. 7th and Main
St. Magazine Agent
- 408. BIG CEDAR; Rome, Ga.**
Meets in K. of H. Hall, 1st and 3d Sundays at 2
P. M.
W. E. Vest Master
Frank Hutchings, 302 Division St. Secretary
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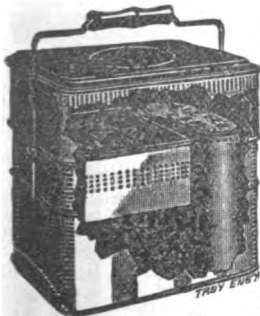
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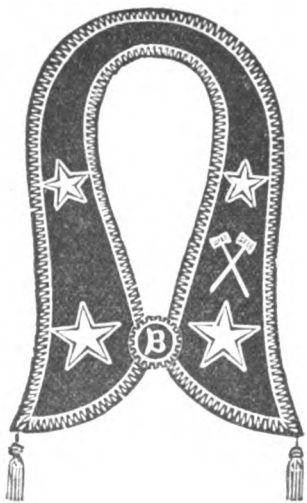
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For this year prices to Firemen (as agents) will be one pound boxes, per dozen, \$2.25. One-half gross lots, \$12.00. Gross lots, \$22.50. Three pound pails, \$5.50 per dozen. Five pound pails, \$8.75 per dozen.

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Copy from Original Letter Received from Division 95, Cincinnati, O.

Brotherhood of Locomotive Engineers.

[SEAL]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1889.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., and has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We feel confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E. [SEAL.]
G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1889.

To BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the unprincipled representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division, No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

Trusting that I may receive a share of your patronage, and will be more than pleased to add your name, and all, to our list of membership, assuring you that I will use every honest and honorable means to secure your patronage. For rates, etc., address

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Lock Box 49. Special Agent, Mechanical Department of Railroads, Indianapolis, Ind.

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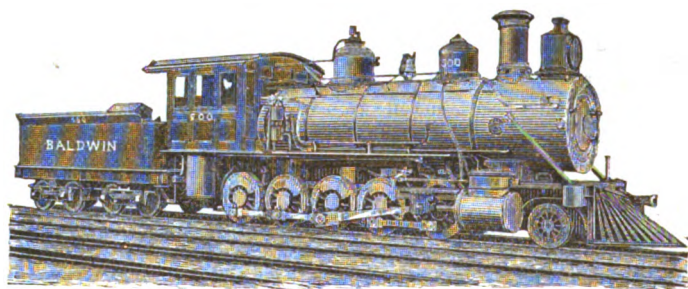
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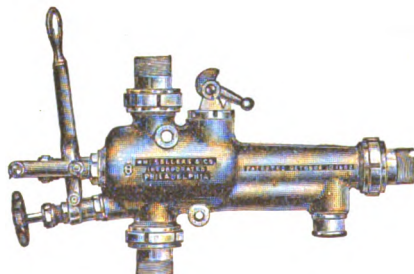
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C. H. STARR,

Members of Div. 159, Order of Railroad Conductors, City of Mexico.

A Parish Priest's Certificate, Certified to by the Archbishop of Mexico.

CELAYA, October 1st, 1889.

I, Parochial Priest and Ecclesiastical Judge of Celaya, State of Guanajuato, hereby certify that I know several people who have been cured by Don Ramon Alva's remedy.

It radically and effectually dispels all impurities in the blood.

FRANCO M. GONGORA,

Parochial Priest and Ecclesiastical Judge of Celaya.

The above signature is that which he uses in all his business, officially and otherwise, and he is an old pupil of mine.

✠ P. A. ARCHBISHOP OF MEXICO.

This medicine has never failed in a single instance to cure the most virulent cases of Scrofula and Contagious Blood Disease.

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It is perfectly harmless, and is as good for children as for adults.

After you have been cured by it, we ask, as a favor, that you will give your friends the benefit of your experience, by recommending it.

RETAIL PRICE, \$2.00 PER BOTTLE.

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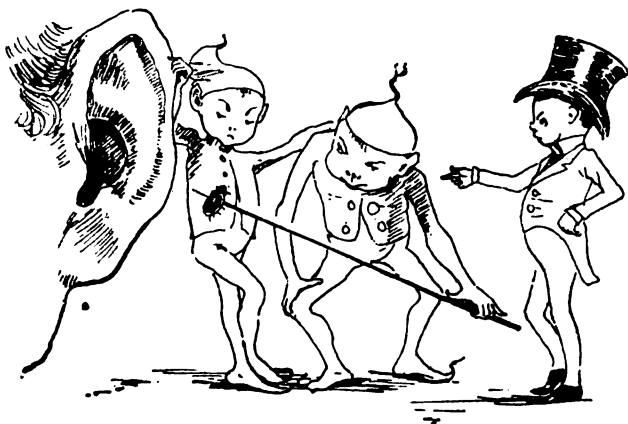
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Keystone Watch Case Co.,

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LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XIV.

APRIL, 1890.

No. 4.

OFFICIAL ORGAN OF THE

Brotherhood of Locomotive Firemen.

Entered at Terre Haute Postoffice as second-class matter.

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EUGENE V. DEBS, . . . *Editor and Manager.*

THE RELATION OF RAILROAD EMPLOYEES TO RAILROAD OPERATION.

In referring to railroad employes we omit all reference to Presidents, Vice-Presidents, Directors and other high officials, and confine ourselves to employes who may be properly designated as workingmen, whose wages barely suffice for their support, with here and there an exception, where something is laid by for a rainy day.

We assume and expect to demonstrate the proposition that railroad employes, as we have designated them, have never been properly appreciated by railroad owners and officials. Their work, their skill, their responsibilities, have uniformly been undervalued, undervalued and underpaid, and in confirmation of these declarations we herewith print a letter written some time ago by Charles Francis Adams, of the Union Pacific railroad, to the Brotherhood of Locomotive Engineers. He says:

I think it very clear that, as compared with twenty or twenty-five years ago, a much greater interval exists between the leading officers and the mass of em-

ployes of railroad corporations. This could not otherwise than be so. Twenty years ago the largest railroad corporation in the country was small compared with many of those which now exist. It is one thing to handle a railroad of 50 or 100 miles in length, employing a few hundred men, nearly every individual of whom is personally known to the highest officers of the company, and it is a wholly different thing to manage the affairs of a company operating, perhaps, 5,000 or 6,000 miles of track and employing 15,000 or 20,000 men, but a small percentage of whom can ever come in personal contact with any leading official. To this growth, and the lack of personal contact and acquaintance entailed by it, I attribute in no small degree the jealousies which have of late existed, and the labor organizations which have grown out of them. They are a natural outcome.

The difficulty is that the growth of our railroads has out-stripped the organizing capacity of those who have had them in charge. We have gone on with the system of labor adapted to small corporations until we have wholly out-grown them, and something else has been forced to take their place. This something else has not shown the work of either an organizing or kindly hand. As a rule it has been a make-shift based upon the operation of the harsh law of supply and demand. It has seemed to me that, in connection with our large companies, at least, a regular service should ere this have been devised; a service in which its rights and duties, position and permanence would all have been fully regarded and carefully provided for.

My theoretical idea of the permanent service of a great railroad corporation would be as of one in which men would only be received after passing through a period of temporary probation. When, however, they did at last enter regularly into the permanent service of the company they would be entitled not only to regular promotion and to stated increase of pay as the period of service increased, but also to a stipulated provision in case of disability or retirement from age. Moreover, they would be protected against summary dismissal except for cause; and on the other hand, the company should have security against strikes or combinations. The rights of each party should be recognized, established in advance and carefully observed.

I have never seen any good reason why some system such as this should not, as the result of a sufficient number of experiments and failures, be developed in time to a high degree of perfection. Since I have been personally connected with the management of a company, other, and much less attractive, matters have engrossed my attention, and to this I have been able to give neither the time nor the thought it deserved. That I have been unable to do so has been a source of much regret to me.

The letter of Mr. Adams is conclusive. The men who have had charge of the great railroad enterprises of the country have been wanting in "organizing capacity." The question of "supply and demand" has usurped the place of fidelity and capacity, and that which has been "forced to take the place" of skill, appreciation of responsibility, has been *cheap labor*, and this mistake has demonstrated that on the part of those who have made it, there was neither a capable nor "kindly hand" at the helm.

Mr. Adams admits the importance of competent employes. "Makeshift" measures to secure men have prevailed, and this "makeshift" business, this total disregard or large disregard of fundamental principles has resulted in "jealousies" and "labor organizations," and he might have added, strikes and disturbances which have widely prevailed. What, we ask, has been the spectacle time and again presented for the contemplation of the country? There was never an over supply of competent railroad employes, wage men, any more than there has been an over supply of competent railroad Presidents. But when competent railroad wage men have demanded fair pay and honorable, just treatment, they have too frequently been denied their just demands, and then the "makeshift" policy has been inaugurated and the supply of incompetent men being always large, and as such men are always willing to *work* at Chinese prices, they have been accepted and competency has been required to stand aside.

In this connection it is eminently worthy of remark that Mr. Adams hits the nail on the head when he says that such a policy has resulted in "labor organizations," an effort on the part of skill, competency, fidelity to trust, loyalty to obligation, to do something to guard against the crushing effects of a "makeshift" policy and organi-

zations of railroad operatives that exhibited no "kindly hand."

And here, we ask, because the question is pertinent, what is the character of the organizations of railroad wage men? In answering the question we are disposed to indulge in eulogistic phrase. The Brotherhoods of railroad wage men pass in majestic review. Every banner floating in the breeze is inscribed in letters of living light with mottoes which the world must approve. And these mottoes tell the story of the fundamental principles upon which they rest. "SOBRIETY," "INDUSTRY," "BENEVOLENCE," "FIDELITY TO TRUST," "FEALTY TO OBLIGATION," "RECOGNITION OF RESPONSIBILITIES," and these majestic words demonstrate that railroad wage men are animated by no "makeshift" policy, that they stand ready to supply the demand of railroads with men competent to meet every demand and fulfill every trust.

But our purpose at this writing is to show that the railroads of the United States and Canada are absolutely dependent upon their employes, their wage men, for every dollar of their earnings, annually about \$900,000,000, dependent as no other investments are dependent on employes for success. A moment's reflection will satisfy the most skeptical mind that our proposition demands consideration. Every day in the round year, it is safe to say, there are in the United States and Canada, forty thousand railroad trains in operation, and every one of them, with all their treasures of life and property, are in the custody of railroad wage men—not of Presidents, Vice-Presidents, Directors, stockholders and bondholders, but of wage men. We confess that it is difficult to grasp the full significance of the situation. It is unlike anything connected with any other of the great enterprises of the times. A man, or a company of men, may own a mine of fabulous richness, and the President may in person give all the operatives daily inspection, and the same is true of any of the great manufacturing enterprises of the age. A man may own a steam ship and command her; a cattle ranch and superintend it in person, and so on to the end of the chapter. Not so with a railroad train. From the moment the engineer opens the

throttle valve and the wheels begin to turn, all is in the hands of wage men—life and death, profit and loss, success or defeat—all, all, is committed to workingmen. In the matter of skill, competency, trustworthiness, courage, unbending fealty to obligation, peril, risk, all things considered, it has no parallel. The engineer, the fireman, the conductor, the brakeman, each must be equal to his task, and until the "run" is made there is no let up of mental strain, and the switchman must be at his post, and the train dispatcher must be sleepless, and at the station the workman must be ready night and day with his hammer to test every wheel, and with his oil to lubricate the axles. Viewing all these things in their naked seriousness, how stands the railroad workingman, on the train, around curves, through tunnels, over chasms, up the mountain sides, on bridge and trestle? We think his figure is colossal. We measure him by the work he performs, by the responsibilities he assumes, by the skill he displays, by the fidelity which dignifies him, and as we contemplate what he daily accomplishes, we assign him a front place in the grand army of progress.

In the nature of things, the time is not, cannot be distant, when the railroad wage man will be awarded by railroad magnates his rights to be heard in all matters pertaining to the operation of the railroads of the continent. Owners of railroads will see to it that snipper-snapper officials treat them with the respect and consideration earned by their skill, and devotion to duty. This done, the "makeshift" methods even now too much in vogue, will disappear. This done, the demand will be for competent men, and the supply will come from the Brotherhoods of railroad workingmen. This done, "jealousies" and strikes will disappear, the reign of justice will be inaugurated and losses by wrecks will be reduced to the minimum.

THE people of the United States, during 1889, smoked 3,955,955,773 cigars, which, at 5c. each, cost the consumers \$167,788,686.10. This sum, at \$20,000 a mile, would have built 8,686 miles of railroad, and at \$8,000 each, would have purchased 20,973 locomotives.

WHAT CAN WE DO FOR WORKING PEOPLE?

In one form or another certain persons are continually asking, "What can we do, or, What can be done for working people?" Why should such a question be asked at all in the United States? What gives rise to it? Are there circumstances and conditions warranting such an interrogatory? Who propounds it?

In old slave times there were men who counted their human chattels by the hundred, and the question was common among them, "What can we do for these people?" They said, "by virtue of the mysterious ways of Providence these descendants of Ham have been committed to our care. It is a great responsibility," and some of the more pious owners of "these people" thought that they would have to give an account at the Day of Judgment for the way they treated "these people." But the slaves were kept at work raising cotton, sugar, tobacco, peanuts, hemp, etc. They went on multiplying. The slave whip, the slave pens and the slave blocks maintained their places, and the prices of "niggers" fluctuated little. The "nigger," male or female, was a valuable piece of property, and something had to be done for him. What? Simply clothe, feed and shelter him. Keep him at work. If he was refractory, whip him; if funds were wanted, sell him. The question, what can we do for "these people?" was easily answered. The slave owner owned his labor—owned his workingmen. The slave market was the *labor market*. The "labor market" was never over-stocked. A "nigger" would always sell for something.

Negro slavery has been abolished in the United States, but according to some writers on labor questions we still have the "labor market," and now the question is asked "up North" as well as "down South," continually, by certain persons, in a kind of a slobbering, deprecatory way, "What can we do, or, What can be done for working people?" In religious circles, in the pulpit, the question is asked, "What can be done to get *nearer* working people?" Is the question answered by building palatial church edifices, for the display of pomp and

pride and fashion? Is it answered by paying "fat salaries," and to raise the funds sell the seats to the highest bidder and institute an aristocracy of piety?

Philanthropists of a certain type ask, "What can be done for working people?" and recommend soup houses, free baths and more stringent laws against idleness and tramping, together with improved machinery in penitentiaries.

Another class devote time and investigation to diet, to show if wages decline that a man can live on ten cents a day and keep his revolting soul within his wretched body.

Another class, in answering the question, "What can we do for working people?" reply by saying, "We will organize an Insurance Bureau which shall insure workingmen against accident, sickness and death. We will supply them with medicine, doctors and hospitals, taking so much from their wages to maintain the Bureau, and then, by compelling them to sign a contract which virtually reduces them to chattels, and makes them a part of our machinery, we will permit them to work for such pay as we choose to determine."

Another class answer the question, "What can we do for working people?" by telling them that unless they consent to abandon their labor organizations, absolve themselves from all obligations to such organizations, so far as they are concerned they shall have no work at all.

There are others, still, who discuss schemes for doing great and good things for working people, excepting, so far as it has come under the notice of the writer, to pay fair, honest wages.

This whole business of doing something for working people is disgusting and degrading to the last degree. It is not desirable to deny that in some quarters the question is asked honestly, but in such cases it is always in order to manifest pity for the questioner. He is not inconvenienced by a surplus of brains. The question, "What can we do for working people?" as a general proposition, finds its resemblance in a question that might be asked by the owner of a sheep ranch, "What can I do for these sheep?" The reply would

be, doubtless, "shear them." The ranch man takes care of the sheep that he may shear them, and it will be found that the men who ask with so much pharisaical solicitude, "What can we do for working men?" are the very ones who shear them the closest when opportunity offers—strip them of everything of value that they may the more easily subjugate them by necessities of cold and hunger and nakedness, degrade and brutalize them to a degree that they become as fixed in their servitude as the wheels, cogs, cranks and pins in the machinery they purchase and operate.

The real question to be propounded is, "What can workingmen do for themselves?" The answer is ready. They can do all things required, if they are independent, self-respecting, self-reliant men.

Workingmen can organize. Workingmen can combine, federate, unify, cooperate, harmonize, act in concert. This done, workingmen could control governmental affairs. They could elect honest men to office. They could make wise constitutions, enact just laws and repeal vicious laws. By acting together they could overthrow monopolies and trusts. They could squeeze the water out of stocks, and decree that dividends shall be declared only upon cash investments. They could make the cornering of the food products of the country a crime, and send the scoundrels guilty of the crime to the penitentiary. Such things are not vagaries. They are not Utopian dreams. They are practical. They are honest, they are things of good report.

Workingmen are in the majority. They have the most votes. In this God favored land, where the ballot is all powerful, peaceful revolutions can be achieved. Wrongs can be crushed—sent to their native hell, and the right can be enthroned by workingmen acting together, pulling together.

What can workingmen do for themselves? They can teach capitalists that they do not want and will not accept their guardianship; that they are capable of self-management, and that they simply want fair pay for an honest day's work, and this done, "honors are easy." Fidelity to obligation is not a one-sided affair. Mutual respect is not the offspring of arrogance. There may

have been a time when it was proper for the Southern slave owner to ask himself, "What can I do to better the condition of my slaves?" He owned them, they were his property; he controlled their destiny. He made them work as he did his cattle, mules and horses, and appropriated all their earnings. Their children were his property as were the calves and colts of his cows and mares. But there never was a time beyond the dark boundary line of slavery when an employer of American workmen could ask himself such a question without offering a degrading insult to every self-respecting workingman, and when a workingman hears it or anything like it and his cheek does not burn with righteous indignation he may know that he is on the road to subjugation, and if there exists a more humiliating spectacle within the boundaries of all the zones that belt the earth, what is it?

At every turn the question recurs, "What can workmen do for themselves?" The question demands an answer, and unbidden a thousand are ready. We have not space for them. Let each workingman answer for himself. For one, we say the workingman can educate himself. He can read, study and vote. He can improve his time and perfect his skill. He can see as clearly as others coming events, and prepare for their advent.

THE *Commoner* writes of the "scab" as follows:

A few years ago a celebrated English jurist, in defining a scab, said: "A scab to his trade is what a traitor is to his nation. Though his services are sometimes sought after, and while employed apparently appreciated, yet in the end he was discarded by his employer as something too loathsome for further recognition or respect." This is a practically correct definition of such characters. The average employer knows that if a scab betrays the union he would surely betray the employer if opportunity afforded. The word scab has found its way into the English vocabulary, and is destined to be a permanent part of our language. It was born of the devil, rocked in the cradle of treachery, reared upon the gall of human meanness, and soon drags its pernicious carcass about peddling its services to those who seek its hire. I often wonder when Shakespeare was contemplating life's drama if he had in view any part to assign to the modern scab.

If the foregoing is a good picture of the "scab" the artist should paint one of the man who hires the "scab" for the purpose of downing a union man, for a companion piece.

At Red Bluff, California, railroad laborers receive \$30 a month and board.

THE COMMON LABORER.

We use the term "common laborer," in no derogatory sense. There are a vast number of workmen who are without trades; termed, not always rightfully, "unskilled" laborers. Their importance, in carrying forward the great industrial enterprises of the world, has not been recognized in the past, and is not appreciated now. In this fact, lies the germ of discontent and danger. This *Magazine* is the organ of a body of workmen, of whom it has been said, they are not "skilled laborers," and that they do not become such until they are promoted to the position of engineers. Manifestly, this is an error. No one at all capable of giving an opinion in the matter, hesitates to say that it requires skill to properly fire a locomotive. The term "skill" is often used in a sense, which does great injustice to men who do not wear the badge of some particular trade, and hence, the term "skilled laborer," is never applied to men who are known as "common laborers."

The *Firemen's Magazine* is watchful of the interests of the great body of men who are members of the Brotherhood of Locomotive Firemen. It observes with profound interest the movements of all labor organizations, because in such movements it professes to behold the redemption of labor from oppression and degradation. We make no apology for asserting that the welfare of the country centers in the one fact of doing absolute justice in all matters relating to fair wages for work, by which we mean, such wages as shall make the home of the American workingman, exempt from the ceaseless peril of mendicancy.

The American idea is to obtain such wages for work, as will make the American home comfortable, where there shall be an abundance of food, decent clothing, apartments for rest and recreation—not shanties—not tenement houses, fit only for beasts and bats—but dwellings, fit places for American children to be born and reared, and when the wages are sufficient to secure such needs the American idea is to maintain them, and when wages fall below securing such requirements, the American idea is to organize for the purpose of obtaining them. It is clear, therefore, that the

American idea is the betterment of the American workingman regardless of trade. In saying this, we state the whole case.

The American workingman is an American citizen. He has the same sovereign rights and prerogatives as any other citizen. If he can secure sufficient wages, he will be in a position to appreciate his privileges and dignity, his sovereignty. If circumstances are created, which deny him such wages, which compel him to live like a pagan, like a degraded Hungarian, Italian or Pole, who have no more conception of American citizenship than savages, those who create them and profit by them, are not only enemies of workingmen, but are enemies of their government, and if their purposes cannot be thwarted, they will ultimately inaugurate revolution.

We have said the hopes of the country center in the emancipation of workingmen from conditions which compel them to accept such wages as keep them forever on the ragged edge of mendicancy, bring them in close contact with famine, make life a ceaseless burden and horror.

The organization of men of the same trade or calling, has a cheering significance. It means resistance to wrong; it means federation to secure and to maintain the right. It means fair wages, but those organizations leave out the common laborer, that vast army of workingmen, who work and whose work is necessary to enable the skilled laborer to work, and without whose work, every industrial enterprise in all lands would cease.

Do we over-estimate the importance of the common laborer? They perform the initial work in all enterprises. We need not particularize. No intelligent reader will be at a loss for illustration. We do not care where the reader begins. It may be the statue of Michael Angelo, the painting of Raphael or St. Peters, from foundation to dome; it may be the most delicate piece of mechanism seen in the Paris Exposition or the ponderous engine, whose mighty arms set in motion the wheels and spindles and lathes of the mills; all, all, everywhere, from the deep solemnity of the mine to the cap stone of monuments; cottage, palace steeped church, domed capitols and cathedrals,

the steamship and the steam-car, the bridge, the tunnel, the canal, the steel highways, the telegraph, the telephone, the fruitful fields, where the bearded wheat and the tasselled corn nod in the breeze, tell of the work and importance of the common laborer.

Well, what is the world doing for the common laborer? Who will answer? He has been left out in the cold. He does not organize. We have had, and we hope still to have words of appreciation for the organization, known as the Knights of Labor. We glory in its growth. We deprecate anything that hinders its advancement. The Knights of Labor organization, takes in the common laborer. In doing this, it meets a requirement of incalculable importance and is deserving of the highest commendation.

In the organization of the Knights of Labor, the common, or the unskilled laborer, finds a home, a retreat where he can do that for himself, which the skilled laborer does for himself in his organization. If the labor organization confers benefits, and none doubt the fact who know anything of their operations, why should not the common laborer, the unskilled workingman participate in such blessings? Why should not the home of the common laborer be made bright and beautiful? Why should not the wife and children, of the common laborer be surrounded with the comforts of life? No good reason why such should not be the case ever was furnished, nor will it ever be supplied. And the Knights of Labor, comprehending the importance of having such men organized, take them in, and incalculable good is to result from the movement. The labor organization is in many regards a school, an educating, elevating force; and the fact that the common laborer is to enjoy the advantages of such an organization is well calculated to inspire hopefulness in the future for the common laborer of the country. The work in which the Knights of Labor are engaged is a noble one, and all friends of the toiling masses, will rejoice to see the organization achieve success.

THE Organization of Knights of Labor was twenty years old December, 1889.

ROBERT GARRETT.

The papers report the mental condition of Robert Garrett, of B. & O. fame, as most anomalous. From his elegant home at Upland, Mr. Garrett frequently visits Baltimore. Upon a great many subjects he is entirely rational, and yet, he is known to be mentally unsound, and when any reference is made to certain subjects his imbecility or insanity, is at once made apparent, and mental irresponsibility is confirmed. Physically, the millionaire and late railroad king, is pronounced satisfactory. He lives surrounded by every comfort and luxury that great wealth can provide. His companions, properly, his watchers, are athletes, men of culture and refinement, who aid in making the unfortunate man contented and happy, all the more so, because the poor imbecile does not suspect the reason for their presence in and about his home.

His wife, a superior woman, in all regards, gives up everything in the way of social enjoyments, that she may contribute to the enjoyment of her husband, for, says the report, social life is banished from Upland.

This man, trained from his youth by a doting father to master great problems in finance and business, and at one time regarded as a master mind, is now a mental wreck, gradually drifting into mental darkness, and creating profound sympathy in a large circle of friends.

His father left him a task which he could not perform. He tried and failed. Strange, but not more strange than true, the magnificent business men, are not, as a general thing, born with gold spoons in their mouths. Millionaires may be the fathers of millionaires, but it is generally because the sons inherit the millions. The homes of wealth and luxury do not produce the men of the required fiber mentally or physically to win battles in such times as the present. Nor is it true of the past. The plebeian, not the patrician boys, are the ones who achieve success. It is said that Robert Garrett, before his mental infirmities were discovered, "lived generously," and just what "generously" means when a man has millions at his control, need not be discussed. In spite of the best medical skill and every attention wealth can be-

stow, the verdict is, that the doom of Robert Garrett is sealed. His malady is incurable and his life is useless. In the midst of wealth, his life is a blank.

Columns will be written of him and universal sympathy will be expressed; such things speak well for human nature. No one can read the mournful record without feeling pangs of regret.

But who talks of the men with wives and children, trying to live on a dollar a day? Forever confronted with destitution, they too get mentally sick, and end their days by their own hands or rave their way to a grave in a mad house.

To better their condition and make life worth living, is the sublime work committed to labor organizations.

"In 1886" says the *Labor Leader*, "in the eight hour struggle there were 387 strikes reported in the vicinity of Chicago, nearly all for a reduction of the hours of labor. There were involved directly in these strikes 50,315 persons who gained a reduction of 261,671 hours per week at a sacrifice in wages of \$2,437.75 per day. The hours gained by this struggle reckoning eight hours a day would give employment to 5,451 extra persons, and to secure this the parties engaged sacrificed an average of five cents a day each. The above figures are as reported by the United States National Bureau of Labor." The eight hour agitation is in the right direction, and victory is destined to crown the efforts of those who labor for the wise provision.

In the march of events and the triumphs of science, civilization and invention, alligator hides have become a source of wealth to the countries where the reptiles exist. This is encouraging, and suggests that, possibly, the time may come when such reptiles as Cobra Corbin will be skinned and their hides tanned for razor straps or backbands for mine mules.

THE Rochester coopers went on a strike, when suddenly it was found that even a tub couldn't stand on its own bottom, and employers were confronted with a staving time, as there was no one to hoop 'em up.

Promoted.

T N a home secure and cosy,
By the fireside's cheerful glow,
Where the embers look so rosy
As their flushes come and go,
A dutiful son sits there by the one
Who cared for his sisters and brother:
With his hand on her brow is telling her now
What he longs to do for his mother.

For the father had been taken
When the children were too young
For their sorrow to awaken
Aught but grief from sad hearts wrung.
But up from the heart of the mother would start
Emotions far deeper than sorrow;
She only could feel the future reveal
The solitude of the to-morrow.

The weary years were passing slowly
Till at last the elier boy
In the home still sad and lowly,
Filled each aching heart with joy.
Their home long denied were fully supplied,
Their home now began to be brighter;
Though hard was the work, he deigned not to shirk,
Nor sighed that his burdens were lighter.

They were talking—son and mother,
Laying plans for future days;
And the stalwart son and brother
Interrupts her words of praise,
Says he with a smile, "Wait, after a while,
If I am but true and devoted,
I'll get better pay, for they told me to-day
That some one will soon be promoted.

With a parting kiss he leaves her—
She so feeble, he so strong—
But his cheerful smile relieves her:
There is comfort in his song.
Yet deep in her breast is a sense of unrest,
As she sees the proud figure departing;
And wiping her eyes, the fond mother tries
To keep back the tears that are starting.

See the manly form now bending
In the cab as on they go!
Wildly now the grade descending,
How the cars rock to and fro!
In the darkness a flash and a terrible crash,
The cars madly crush one another,
'Mid the roar of the steam, hark! is it a scream?
God comfort his heart-broken mother!

Yes; he was indeed promoted;
In a brighter, better land,
He, the true, the brave, devoted,
Has a place at God's right hand.
And angels of light descended that night
And brought him a passage to glory,
He has taken a run where troubles are done,
And sorrow an obsolete story.

Geo. W. Hall.

STANBERRY, MO., March, 1, 1890.

IN Japan straw sandals, which are worn for shoes, cost 1½ cents a pair, and wear as long as some Massachusetts shoes which cost \$1.25 a pair. In this case the pagan can say to the christian, "shoe fly, don't bodder me."

According to the report of the New York Bureau of Labor, it appears that labor organizations in the Empire state secured the advance of wages in at least 300 instances in the year 1889.

An Ohio milkman has struck cream a foot thick, in the shape of a \$500,000 fortune.

The Uses and Abuses of Fiction.

T HE world is real—not fictitious. The sun shining in his strength, and by his life-giving rays causing the green carpet of the earth to put on its loveliest hues, tells us that life, although enigmatical, is real. The perfumed flowers that bedeck the mossy bank, and from which the honey bee sips nectar, speak the same truth. Fair Luna lends her rays to adorn a fictitious landscape. As we look at nature's works through the mystical light in which she shrouds them, how lovely do they appear. How beautifully the placid lake reflects the silvery rays, upon whose fair banks wave the bows of lofty trees which, stooping, kiss the watery mirror. All this how lovely, yet how real. Again, we see the buried seed sending forth the tender blade; we watch its progress until it arrives at maturity. It yields a plentiful harvest of richest fruit. But who can unravel all the mysteries of vegetation? Still, there is nothing found fictitious, but a reality, which tells us that truth is much more strange than fiction. Then thought turns in upon ourselves, and we perceive that we are not mere creatures of fancy and ideal only. We are veritable human beings; the occupants of corporeal bodies, inhabitants of a material world. Thus, at every step, by all we see, or hear, or feel, we are reminded that life is real. But, although reality is thus plainly stamped on the face of nature, yet fiction has often tried to gloss the indelible impress with a false, but a more enchanting exterior. She would fain to bear us away on her light but unsteady pinions from the real shores, and fix our dwelling where skies with brighter azure smile, and flowers with unearthly beauty bloom. But anon, perhaps, this fickle-minded goddess may plunge us down some dark abyss of unreal woe, where brooding melancholy sits linked with grim despair. Thick clouds are overhead, and storm-blasts rock those branches whose cypress shades cast gloom o'er all. But even this varying phantom has been an accomplice in many a good deed. By her aid many a moral precept has been conveyed to hearts that else would not have listened. Many a legend has been written, interwoven with truth most sublime. Allegorical writings are a most worthy class of fictitious works. And here, again, may be seen the use of fiction to inculcate moral truth. Similar to these are the parables interspersed throughout the sacred volume. Much has also been said about fiction as an aid to refinement of taste and cultivation of the imagination. Look on her then, as soon as she appears before you, and see if her form is not comely, and her mission a noble one. Would that we might ever gaze on her in this her loveliest dress! But, go ask that father why

his son, gifted with natural powers that might have ranked him among the world's most truly great, has squandered his talents and become dissipated in his habits and worse than useless in society? He will tell you that it was too much intimacy with works of fiction that caused this waste of immortal powers. Inquire of that mother why it is that her daughter has become so mutable? why the rosy hue has departed from her cheek, and real life has become so insipid? why she has no sympathy for the hearts around her o'ercharged with sorrow? why no tears to weep with those who weep on earth? Hear the mother's answer: "Novel reading has done this." Fiction has bereft the soul of the image of the beautiful, and stamped thereon instead her own impress, pampering the mental appetite with the most pernicious food, transporting her victim to an ideal world where all her sympathies are lavished on false scenes; where all her tears are shed over imaginative sorrows. Why is it that the wife and mother has lost a relish for the performance of her duties? Why has home lost its attraction for that husband? Because that wife and mother has become a devotee to novel reading. She has allowed herself to get within the limits of the peace-destroying whirlpool, and now finds that she can not extricate herself. But it is only occasionally that the wife and mother is found whirling within the vortex. Not a few of the fair daughters of our land are found bound with her fascinating chains. Many sons, the hope of our country, have fallen prey to her wiles. Thousands upon thousands have been her victims. Have their tastes been improved? Is the imagination more pure, or does it soar with a more heavenward flight? Nay; we are forced to abandon the idea if it ever had a lodgement in our breasts. As well might we look for the water of life to flow from Lethe's turbid pool, as to think that those who sip of the poisonous waters flowing from the stream of fictitious literature should have mental health. We may fancy we are quaffing the pure breath of heaven while we are only inhaling the baleful miasma, but ere long we shall be fearfully undeceived. Is fiction, then, the cause of so much evil? Let not those, then, be deemed unjust, who heap curses on her head; who would fain to blot her out of existence, but can not. A little while ago we saw her in lovely attitude; now she stands before us a deformed and hated thing. Wherefore this change? Does she delight to sport with the passions of humanity? transform herself from an angel of light to a fiend of darkness? Censure not too harshly, but know that it is not man himself who makes fiction what she is—either an almoner of good or a procurer of evil. She has no power to determine by

whom she shall be used, or to what purpose. Like the clay of the potter, the former stamps upon her whatever impress he chooses. Nay, he stamps his own likeness thereon—so that fiction, in her own varying forms, is a faithful mirror in which we see reflected the minds of those to whom she has lent her aid. The good, whose ideas are chaste and pure, transfer the pleasing imagery of their own minds to their writings, and those who read shall rise from the pleasing task with better hearts—and thus fiction proves useful. But she has been abused—grossly abused, when pressed into service of those whose minds are corrupt. They may be talented. If they are, so much the worse, since all their genius must be spent in forming distorted pictures of life scenes. What though Byron and Eugene Sue were gifted with godlike powers? Were they happier or the world better on that account? Talented they were, and they did much to swell the list of fictitious works, thus scattering broadcast seed which has borne and will continue to bear most pernicious fruits. They have caused many to look upon her as one in whom no redeeming trait of character can be found, although, in herself repulsive, and not an enemy to mankind, yet she is liable to abuse, and will be while man remains depraved. What need have we of fiction? The world is full of wonders. Here is found sufficient food for the most lively imagination. We may roam o'er the earth from pole to pole, we may explore the ethereal vault, or dive down into the ocean's depths, and everywhere shall we find new cause for astonishment and new scenes of pleasure. We will find the beautiful and the sublime at every step in real character. Can we, in our imagination, create anything more beautiful than the All-wise has already created? How vain the thought! Finally, then, although fiction may not be hurtful at all times, but may be beneficial, yet an intimacy with nature is far more desirable, and here is found something far more ennobling than the choicest entertainment of fiction. *G. H. Whitney.*

THE working men and women of New York want weekly pay of wages, and a bill to bring about a policy so eminently just has been introduced in the Legislature of that State.

Those who oppose Labor organizations and federation, would bring about conditions such as exist in China, Japan and India, where blacksmiths receive 13 cents a day.

LOUISVILLE, KY., has the reputation of "imprisoning idlers." What else is there left but idleness for a man who can't get work.

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the *tenth day* of each month.

Review of March Magazine.

It was with great pleasure that I received the advance sheets of the March issue of the Mechanical Department, which was augmented when I found it well filled, and changed to joy at the sight of the well-known signature of "Eccentric Strap" appended to the first and leading article.

Not having heard from E. S. for some time, either in these pages or by letter, and as E. S.'s last personal note was written by him, while in a very despondent mood, just as if about to leave this mundane sphere and drop into the grave, it was truly a matter of joy to find sickness and despair had given place to health and that this has so changed the inner man that the lines penned by him seem imbued with a new life and vitality, which is as ready as of yore to battle for the right. I am sure our Editor, as well as all the contributors and readers, will be glad to hear from E. S. regularly, even if he should make a mistake once in a while, which some one would be sure to discover and point out, and thus make it a means to help all to avoid similar blunders. E. S. says I was considerate enough to excuse his blunder on the ground of overwork. Now, as I seem to have run

against a snag, through lack of experience in that line, I hope "SHUT OFF." it will be excused, as I honestly confessed that I had never heard of or seen such a thing as a locomotive slipping while running down hill with steam shut off. As E. S. and others corroborated W. L. we shall have to accept it as a fact, but as I stated before, while I have no theory by which I can bring myself to believe that power to slip the wheels is generated in the cylinders when the action of the piston is rather to retard than to accelerate motion I cannot accept Mr. Lockwood's dictum, that it is all owing to the counterbalance, for Mr. Lockwood only admits that it lifts during the one half of the stroke, while it imparts its blow during the other half. E. S. is inclined to give some credit to Mr. Lockwood's theory, but if the pin and rod have an upward tendency on one side they would on the other part of the stroke have a correspondingly increased downward pressure and take such a hold that a slip would not occur. In trying to

solve the puzzle E. S. writes of vacuum. Let us consider where it is and how it would act. In running with steam shut off, correct practice is to run with the lever in the corner, giving the valve full travel. Suppose the piston to be leaving the back centre, the back steam port will be open and remain so while the piston moves twenty-two inches. Whatever is in the steam chest or steam pipes will rush after the piston as long as it possesses any expansive force, and at the end of the stroke it will be cut off from its return to the steam chest and pipes, and by the action of the piston will be forced out through the exhaust nozzles. A few strokes of the piston will thus produce a vacuum in the chest and pipes and as this is ever behind the piston and as the outer air is ever on the opposite side (down the stack and nozzles) it makes it plain to me why locomotives run down grades much slower than cars. Some of our freight trains would run down our grades at sixty miles an hour, if unchecked by brakes, while but few of our locomotives would run down the same grades at a greater speed than fifteen miles per hour, even if entirely unchecked by brakes. I hope the brothers who have such "slippery" machines will carefully note all future "slips" and endeavor to ascertain its cause, for it always takes causes to produce effects.

E. S. says he has known cylinder heads to be blown out by this identical condition. Does he mean to say while running down hill without reversing, as the question was put? E. S. gives his reasons for believing that a spring breaks while subjected to heavy down pressure, thus fully coinciding in my views as already expressed.

In writing of opposition to Mr. Hartman I supposed he would rather enjoy argument for the purpose of ascertaining truth, and believe I have made no mistake in my estimate of his character, for while implicit faith in formulas and doctrines prescribed may please autocrats and despots a student would be better pleased to have others ponder and think for themselves, rather than accept everything simply because they were told so, even by very good authority. Dr. Wilson says that he did not expect his articles on steam to be accepted by everyone without objections, and hence it would seem that he should surely have good reasons to advance for his theories, instead of resting them on guesswork, assumption and a bold denial of incontrovertible facts.

ARE
CYLINDER
HEADS
BLOWN OUT
WHILE
RUNNING
SHUT OFF.

SPRING
BREAKS
DOWN.

ARGUMENT
FOR TRUTH.

DR. WILSON
AS
REVIEWER.

TRACTION. I said I did not believe a loaded car would start on a gradient of only eighteen feet to the mile, and to rebut this he brings "Thurston," who is quoted as saying "that a train is not safe against starting—when in good order, on a good track—unless the gradient is less than eighteen or twenty feet to the mile. In my case, I took ordinary trains, on ordinary roads. Here the case is taken in its most favorable aspects, and it is not then stated that they would start, but it simply says it *might not be safe against starting*, and there is usually quite a margin between working and safety. The Doctor admits that he has not seen a Dinagraph car, and DINAGRAPH. does not know how it is used. I would assure him that the force of the pull is measured at the link by which the train is attached to the tender and can be weighed as accurately as the Doctor's prescriptions. As the Doctor says this is the proper place for the pulling test we hope he will be satisfied to accept it as correct and give the locomotive credit for doing *just a little more than one old horse*.

POWER OF STEAM. The Doctor says that "Philadelphia's" locomotive ought to start 1,417 tons without slack, and in support he does some tall figuring with his usual unfairness toward steam. He takes the full size of piston and nearly full boiler pressure, and does not take into account the difference between the piston speed and train speed. He is ever careful to give his horses credit for every foot the train is moved by them, but when he calculates for steam he wishes to calculate only piston speed, ignoring the fact that the train speed is over four times as great, and that if a piston with 2 ft. stroke or 4 ft. movement communicates its power to a wheel 16 feet in circumference, it will move only one-fourth of its load, and still display as much horsepower. When we divide the 1,417 tons by 4—the ratio of piston to train speed—we have 354 tons, or about fourteen cars of 25 tons each, and all engineers know that we can and do start such trains without slack every day. Again, in the next paragraph, the Doctor repeats his former tactics and multiplies 250 tons by 12, equaling 3,000, and then multiplies it by piston speed when he ought to know and no doubt does know, this force of 3,000 pounds is exerted at train speed, or over four times the piston speed and that instead of 112 $\frac{7}{8}$ horse-power it would show over 450 horse-power, and an average pressure of 54 pounds instead of 13 $\frac{1}{2}$, as the Doctor is pleased to figure, therefore we may well ask: Is the Dinagraph right, or the Doctor?

The Doctor takes me to task quoting tables showing it required 12 pounds per ton at a

COMPARISON speed of 50, while at 5 miles it would take but a trifle over 6, OF POWER and at 2 $\frac{1}{2}$ only a little over 3, AND SPEED. and then sportively suggests that it might start itself, or that I might puff it away. When I started to write for these columns, I did not propose to upset all laws of philosophy that were well founded and established by facts proven by daily practice, and hence did not deem it worth while to cultivate my wind with the expectation of puffing a railroad train, but leave such an undertaking to others who may have been in training to accomplish great undertakings by the aid of wind.

ADMISSION OF STEAM. The Doctor reasoning on a thing which he has admitted before he can only guess at, thinks steam has not time to act at high speeds of the valve, and could not by any means fill the cylinders in the short time that the valve is open. Will he please go back to his opening chapters, where he has guessed that steam might travel a mile a minute, and then tell us how long it would take to travel one foot, which is about the distance from the port to the cylinder? While the Doctor sometimes introduces good maxims, he does not use them to good purpose. While "it ever takes an equal force to perform a certain amount of work," yet if the work be done in a less period of time, it makes it harder work, and this is the case in pulling a train, making the rounds among your patients, or if you please in turning a grindstone. Suppose a certain quantity of steel has to be ground away to take out a nick in the edge of an axle. If it is to be done in thirty minutes much more pressure will have to be applied, and the stone will have to rotate at greater speed than if sixty minute's time were at disposal, and yet the work done is the same. But even the Doctor will admit that they had to work harder during the shorter time. I have turned a grindstone, and would much rather turn a small one than a large, heavy one, for the reasons that when small the handle gives a better leverage, and although a large one may run longer by its momentum, yet every bit of momentum that it has implies that much force in addition to the force used for grinding, and said force has to be furnished by the person at the handle. It takes more power to start and accelerate motion, as the doctor will find if he tries it, on a grindstone, or a balanced wheel, but after starting and obtaining a momentum, unless it is desired to accumulate still more, a part of the force before necessary, can be dispensed with; all that is necessary is enough force to equal the resistance employed, and keep up the momentum. The doctor says speed up a wheel to a great velocity and then see

whether you are turning the wheel or the wheel turning you. Does he mean to say that the wheel has any power which was not given it by the arm that gave it velocity, and will not this velocity become less just as quickly as the power is removed?

The Doctor again finds fault with Mr. Watt's rule of 33,000 HORSEPOWER. foot pounds per minute constituting a horse-power, but offers nothing better than 150 pounds pull at 220 feet per minute, which expresses the same thing by two figures, which amount to the same product as the Watt's rule. As the Watt's rule has been considered "good horse sense" by all the world for several generations, we hope that the Doctor will trot out those 600 feet jumpers. As for firemen raising 10,000 pounds of coal—why, that's nothing more than most of us have done or are doing every day, but I don't see how that helps the Doctor's point.

As the Doctor admitted that he knew nothing about the Dinagraph, it seems that he must be equally ignorant in regard to the indicator and its uses, for any one who had used it or seen its records would not attempt to say "it is not so," when the tests are so plainly made and the pressure weighed and recorded with as great an accuracy as a man's weight on a scale or the temperature in a thermometer. When a man reasons against facts made so plain, how can you convince him? The Doctor says it is not so and Dinagraph, diagrams and dynameter to the contrary, make no difference with him. If a man gets weighed on several scales and they agree in registering his weight at 160 pounds, but he persists in saying it is impossible that I should weigh more than that from 2 to 13½ pounds, what would be the decision of a court on his sanity in regard to his weight?

The Doctor objects to my query as to whether the amount of steam raised when at a standstill, was a test of the boiler's capacity, and says I failed to answer it. I presented the case and asked whether it was a test, because I thought the answer was self-evident, namely that it is no test whatever. With a dormant fire, steam is generated slower than with a live fire, and again the addition of a few pounds of pressure means a large increase of steam, for enough has been produced to compress the steam previously in the boiler into a smaller space, and thus make room for itself. If the Doctor had ever handled locomotives or boilers, he would be far slower to make assertions, which facts will disprove in spite of his protest, that it never has been done. The Doctor takes my locomotive (complaining of its size; if he were posted he would know that we have them of that length here) and goes to prove that five turns of

the wheel will use up all my steam. I will venture to make the assertion, that I will knock all the fire out of a locomotive, and give the Doctor a mile ride on her, and suppose every engineer and fireman in the land will back me up in this. If asked to explain how it is done, let me say that a cylinder full of steam taken from the steam space does not leave it empty, for even if no steam be generated at all the rest of steam will expand, and occupy all the steam space yet, but of course at a less pressure. Now let us assume that we have a locomotive with 140 lbs. of steam and no fire, and that the water has ceased to boil. We take out as much steam as the steam space holds and what is the result? Our boiler is still full of steam, but one-half of its pressure is lost, and we have only seventy pounds on the gauge. Take out another amount equal to the steam space and your boiler is still full but at only 35, while the next reduction would be to 17½ pounds and the next to 8½ pounds, which is enough to move some locomotives. Instead of five revolutions you can easily make 25 or more, which again proves that the Doctor is not willing to credit steam with one-quarter its work. Illustrating the amount of steam made, I wrote that one minute's work would lower the water level in a hard-worked locomotive one-half an inch, or fifteen minutes would boil up all the water in a boiler, at still the Doctor says, "it is not so," and even if so much water is used there is no proof that it becomes 179 times as much simply because our steam space is not large enough to hold a big supply. If we have a steam supply for our wants we do not need a reserve supply, and that this supply does exist is proven by the work done, the pressure measured, the pressure weighed and the water used and all the assertions of the Doctor to the contrary avail nothing. The Doctor would only view all this testimony from a common sense point, and leave "horse sense" alone, it might convince him that he has made a mistake, and that it is the Doctor who must revise his rules instead of all the rest of the world.

Fred Taylor in cogitating over "Fireman's" problem, comes to the conclusion that something helped the tractive power of "Fireman's" locomotive over the grade and thus agrees with that the train must have had a good start momentum before it reached the grade. Its tractive force would not have been sufficient to surmount the grade.

"Uncle Silas" answers A. Conkling about boiler pressure and measuring safety valves in the same manner that I have done in a previous article. If

while we agree on these points our answer

on the quantity of water furnished to a boiler by a plunger $1\frac{1}{2}$ inches in diameter making sixty strokes of twenty inches per minute differ considerably. While "Uncle Silas" gives the area and the displacement of the plunger correctly he is wrong in taking the movement twice for each revolution, for in coming out of its barrel during the upper half of the pin's movement the plunger does not force any water but simply sucks the water into the barrel, which is to be forced into the boiler by the return movement of the plunger. The displacement of the plunger 35.3420 multiplied by 60 equals $2,120.52$ inches, and this divided by 231 yields a little over nine gallons, instead of over eighteen, as "Uncle Silas" inadvertently got it. This is only a slip of the pen, which "Uncle Silas" will no doubt correct as soon as his attention is called to it. After this little difference, I am glad to say I can say amen to every word of "Uncle's" article, sermon included.

"Fairmount" informs us that "TWENTY YEARS WITH THE INDICATOR." the *Magazine* is in favor with the author of this book, and I earnestly hope that his book has found favor with many and that their praises will induce still others to study this volume, for it will help to dispel some of the fogs which envelop valve motion and the action of steam.

EVAPORATING POWER OF BOILERS. Fred. J. Hill, by a fair train of reasoning, convinces himself that Dr. Wilson's 12×3 foot boiler, will make more than $14,658$ cubic inches of steam in fifteen minutes, because it would take less than seventy cubic inches of water to make that much steam, and if the Doctor would only consider the fact, that seventy cubic inches of water taken from the surface of 144 -inch by 36 -inch boiler, would only lower said surface $\frac{1}{4}$ of an inch, he would cease to talk about the absurdity of our claim, that a boiler produced steam enough to do all the work done by the engine. If the boiler produced only $14,658$ cubic inches of steam in fifteen minutes, and if this steam is made from seventy cubic inches of water, and if as we have shown it only takes $\frac{1}{4}$ of an inch in depth to equal seventy cubic inches, and if we have six inches of water over the crown-sheet to start with, we could run said engine 74 quarters of an hour to lose one-inch, or 444 quarters to lose six inches, and as 444 quarters will equal 111 hours, one boiler could be run eleven days of 10 hours each without pumping, and would then just be getting ready to drop his crown-sheet. Would the Doctor be willing to run his boiler one hour, without a supply of water to replace what had been used? and yet he would try to make us believe that it cannot supply more than $14,658$ inches of steam in

fifteen minutes, and at that rate the supply of water would be sufficient to run 111 hours. Is not this sufficient to convince the Doctor that "he is barking up a tree that has no game in it" as one of my friends has expressed it?

DRIVERS. W. L. again tells us his engine does slip, and says that I SLIPPING. did not see how it could be, nor can I yet make it clear, even with Mr. Lockwood's help, who is ever ready to ascribe every evil to the counterbalance. As I have given my views on the effects of the counterbalance according to Lockwood, I think we will have to look beyond that, and atmospheric pressure for a solution, and must look to W. L. for help in solving this matter, for if he will continue to watch he may yet find a key to solve the puzzle. I hope that W. L. will see the point that I made when answering his article, and that was this, that I was obliged to believe what W. L. stated, but did not see how it could be, or account for it.

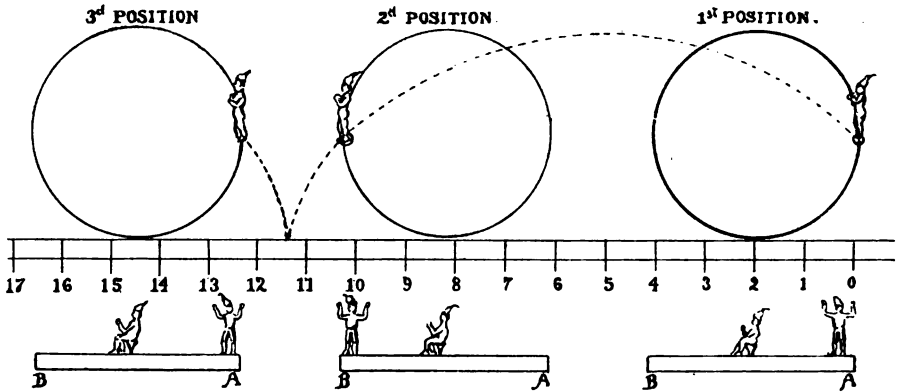
HAMMER-BLOW. As Mr. Lockwood does not count me in this fight, I will leave it for him and Bro. Tucker to fight out, even if it should take a week of summers.

FUSEE. W. H. Bigelow gives us some information on the fusee, which I am sure is welcome to all of us who have not had a chance to become practically acquainted with their construction and use.

MOVING WHEEL. "Amboy Division," after a long silence again makes his appearance in the Mechanical Department, and is, as several times before, bringing illustrations to prove his points. This time he has forced instantaneous photography into his service to prove what "Vulcan" has never denied, and that is, that a rolling wheel comes to a rest for an infinitesimal period of time as each portion of its periphery touches the rail, but I have ever claimed that the work done by the rods in rolling the driving wheels of a locomotive along the rail, must be viewed from the machine itself and not from some place along the track where you can see it at one moment and the next moment it is gone and you—are left behind. Now let "Amboy Division" get a camera and get up with me on an engine—where he will be able to keep up with the machine—and I will arrange matters so that he can take any quantity of snap pictures, and I feel warranted in saying they all will indicate the centre of the wheel as the fulcrum.

MR. SINCLAIR ON LOCOMOTIVES AT PARIS. The extract from Mr. Sinclair's letter on the exhibit of locomotives at the Paris Exposition is good reading, and as Mr. Sinclair has made himself an authority on locomotives, his suggestions are worth more than passing attention. *Vulcan.*

The Cross-head Movement.



MR. EDITOR:—The imps show the cross-head movement with a four-foot driver and a four-foot stroke, pin at circumference. A B is the guides, four feet long, guide cup in the middle. First position is starting point. Scale of feet marked on rail. (The guides are shown under this scale for convenience of printer).

First movement, forward stroke, half revolution, brings the imps to second position. The guide cup imp has traveled 6 feet 3 inches in a straight line; the cross-head imp has traveled 10 feet 3 inches in a straight line, traveling from A to B in addition to the movement of the guides. The imp of the pin has traveled nearly 12 feet on a cycloid curve.

Second movement, backward stroke, half revolution, brings the imps to the third position. The guide cup imp has traveled, as before, 6 feet 3 inches; the cross-head imp has traveled only 2 feet 3 inches, the guide passing under and ahead of him, leaving him at A again. The imp of the pin has traveled only about 4 feet on cycloid curves. In the two movements, completing a revolution, the cup and cross-head imps have traveled 12 feet 6 inches—a circumference; the imp of the cup has traveled exactly 16 feet—a full cycloid branch, four diameters. The speed of the guide cup imp was uniform throughout the two movements. The pin and cross-head imps moved at a speed twice that of the cup in the middle of the first movement, then decreased in speed till at rest in the middle of the second movement, then increasing to third position. Except at the two middle points last mentioned the speed of the pin imp always exceeded that of the cross-head, and both were constantly varying. The imps say that, excepting as to fractions of inches, every statement they have made is mathematically and mechanically true and indisputable. The imps say further, that the movement will be proportionate but similar

in any variation of the position of pin. That is, if the stroke on a four-foot driver was 2 feet, the imp of the pin would travel 14 feet 5 inches, nearly. And if you will elevate the rail and put an outside flange on the driver, so as to place the pin at 3 feet 1½ inches from center—that is, get a 6 feet 3 inches stroke on a four-foot driver—then the imp of the cross-head would be in exactly the same place at the end of the second movement that he was at the beginning of it, the pin being over the same spot on the rail at the end as at the beginning of the backward stroke of the piston.

Anboy Division.

Expired Railway Patents.

The following list of railway patents, furnished by F. B. Brock, Patent Attorney, Washington, D. C., expired during the month of February, 1890, and are now free to be used by anyone, viz:

Car Ventilator, C. C. Gerhardt.
Car Roof, J. C. Wands.
Railway Car, H. Buck.
Splice for Rails, H. P. Adymf.
Rail Chair, D. D. Eldridge.
Locomotive, W. S. Hudson.
Locomotive cylinder sock, C. H. Hopkins.
Locomotive exhaust nozzle, G. W. Richardson.
Locomotive relief valve, G. W. Richardson.
Hand car, D. M. Hunt.
Snow plow, T. A. Davies.
Switch, C. S. and S. A. Shute.
Car replacer, H. Voth.
Car wheel, Wakefield & Berryman.
Switch, G. W. Billings.
Duplex railroad ticket, T. A. Jebb.
Railroad frog, J. H. Lackey.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents by applying to Mr. Brock, whose address is as given above.

TAYLOR, TEX., February 22, 1890.

MR. EDITOR:—If the steam be exhausted from a locomotive boiler, and a pressure of air (120 lbs.) be pumped into her, will the injector work?
E. P. C.

Hints On Firing.

My object in writing is for the edification of young firemen just learning to fire a locomotive. My advice is to have a system in doing your work; keep a place for everything and everything in its place; be dependable and truthful—always keep your lamps and cans ready for use, and when you get on your engine to go out on the road, see that there is none of your outfit missing; look at your tender to see that you have enough water, see that your ash-pan is clean and the sand-box well supplied with sand, and that you have your regular supply of stores; and before starting out look at your fire and see that it is spread all over the grates. Avoid using the poker when the engine is working, as there is nothing that will spoil your fire sooner. If you have any choice of shovels always choose a small one—No. 4; or a narrow, square mouth, one that widens at the back, I have found better still. The way I get up my fire when starting from a terminal point with fine coal, is to fire with four shovelfuls—one in each quarter of the fire-box, and I do not half fill the shovel. By firing with a small shovel you are not liable to choke your fire. If the pointer goes back, put your shovel inside the door with point down; that will form a current of air under your shovel, so that you will be able to see your fire, whether it is banked, or if there are any holes in it. And this is where a small shovel is of special advantage; you can fill up the holes better. With a small shovel you can drop the proper quantity of coal into a hole, whereas, with a large one you are more liable to put the coal where you do not want it; then you will have to get the poker to help you out, which means dirt and clinkers in your fire-box to prevent the air getting to the gases of the coal. There has been a good deal said about consuming smoke. By light firing and keeping the grates free and a clean ash-pan, as much can be done to gain that point as anything I know. I have fired an engine with brick arch and baffle plate with flappers in fire door. I had orders to keep the flapper partly open all the time when the engine was working, so as not to burn the baffle plate. Now, my idea is that the flapper should be left open for a little while to burn the smoke, and then closed till the next fire is put in. I would like to draw your attention to the evil results of heavy and poker firing, as often practiced by a new man making his first trip. He wants to do his best, as a rule; he realizes that it is his duty to put coal in the fire-box, and he does it the best he knows how. He may keep the pointer up, or he may not; if it goes back he will naturally think it is for the want of more coal, until he gets so much in that he will have to fire with the poker

for awhile, which will produce clinkers and dirt in the fire-box to prevent combustion or a proper mixture of common air with the gases of the coal. As an illustration, a coal oil lamp will burn without a chimney, and, if you notice, a black smoke will arise from it. By applying the chimney you form a current of air to mix with the gases of the coal oil to form combustion. Having holes in your fire will not only prevent the engine from steaming, but the cold air coming in contact with the flues will make them leak. I may say that I am used to a Standard Rhode Island, and Pittsburgh soft coal. *Thomas Reece.*

WINNIPEG, MANITOBA.

BROOKFIELD, MO., March 3, 1890.

MR. EDITOR:—In answer to A. T. Conkling, in January number, I would say, if a boiler has a pressure of 60 pounds of steam there is an outward pressure of 60 pounds to the square inch on all parts of the boiler with which the steam comes in contact, including the safety valve. His question, "How do you measure a safety valve to get at the pressure?" is rather vague. By knowing the size of the safety valve and the steam pressure in the boiler, there can be determined the weight required to hold down the valve; or, by knowing the size of valve and weight holding it down, one can determine the pressure required to raise it.

The capacity of a piston pump is calculated by multiplying the area of piston by length of stroke.

The horse-power of a boiler is sometimes calculated by the size, but generally by the heating surface.

The question, "How many square inches are there to the horse-power of a cylinder?" is too deep for me. Some of the contributors to this column have already explained how to compute the horse-power of an engine.

In answer to H. Duncan, in the same number: A direct acting engine is one where the power from the piston is applied directly to the crank-pin. A locomotive is an example. An indirect acting engine is one where the power is distributed through gearing or working beam, such as side-lever and beam engines used on vessels or water works.

The throw of an eccentric equals twice the width of one steam port with twice the lap of one side of the valve added.

Now, I will ask a few questions:

What is lead, and what advantage, if any, is it to an engine?

What effect would the entire absence of lead have on the machinery of an engine?

What position is the valve in when the engine is on the forward dead center?

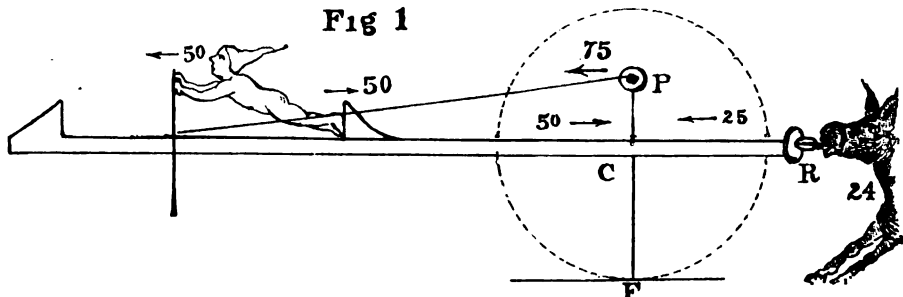
What position in the cylinder is the piston when the crank-pin is on the upper or lower quarter, and why? *L. L. C.*

The Imp of the Cylinder, Again.

MR. EDITOR:—The Imp is experimenting, trying to overcome resistance R., and to cause a forward motion. His lever in Fig. 1

is P. F., P. C. being one-third its length. He pushes 50 with hands and feet. His backward or foot push is direct with R., and he counts it as 50. His forward or hand

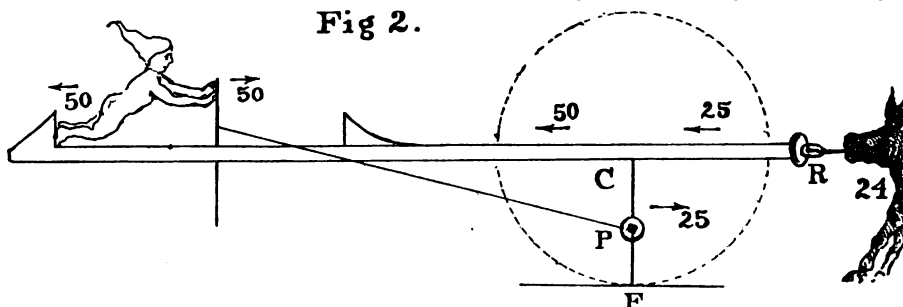
Fig 1



push has the *advantage* of leverage and he counts it as 75. That leaves him a balance of 25 in favor of a forward movement. If

R. is less than 25 it is overcome. Note that the fulcrum is on the track and that he gets this 25 surplus, or *motive* power, at the pin.

Fig 2.



Now in Fig 2 his lever is C. F., P. F. being one-half of its length. He pushes 50 with hands and feet. His forward or foot push is direct against R. and he counts it as 50. His backward or hand push has the *disadvantage* of leverage and he counts it 25. That leaves him a balance of 25 in favor of the forward movement. Note that the fulcrum is on the track, and that he gets this 25 surplus, or *motive* power, at the center, by the frame.

Now, draw the dotted circle; call it a driver; let R. represent resistance, weight or train; call the Imp steam pressure; his foot-holds cylinder-heads; his hand-holds a piston. Draw other copies changing the pin farther from the center, clear out to the tire if you wish, and you will see that the Imp has the same surplus for a forward movement in Fig. 1 as in Fig. 2. Put him in back gear if you wish, that is, put the Imp ahead of the piston in Fig. 1 and behind it in Fig. 2. Whenever you change the pin in Fig. 1, change it in Fig. 2. You will find that you get similar results always, from the pin if it is above centre, from the frame if pin is nearer the fulcrum.

The Imp will help anyone who wants to understand the leverage of a *driver* of a *locomotive*

as compared with the *fly-wheel* of a *stationary engine*. Do not rush into print against the Imp. He has not invented these principles. You will find them in detail illustrated by Farney. Ash Hoe explained them fully in the *Magazine* last February, and F. T. endorsed them in March: Vulcan, Lockwood, Eccentric and Eccentric Strap have discussed them and A. H. Tucker has shown that he understands them. I have no quarrel with anyone. Only give the Imp a chance, study his experiment carefully, and just as surely as he moves that mule with his lever he will convince you that the fulcrum is at the rail. *Amboy Division.*

BELLEVUE, OHIO, March 10, 1890.

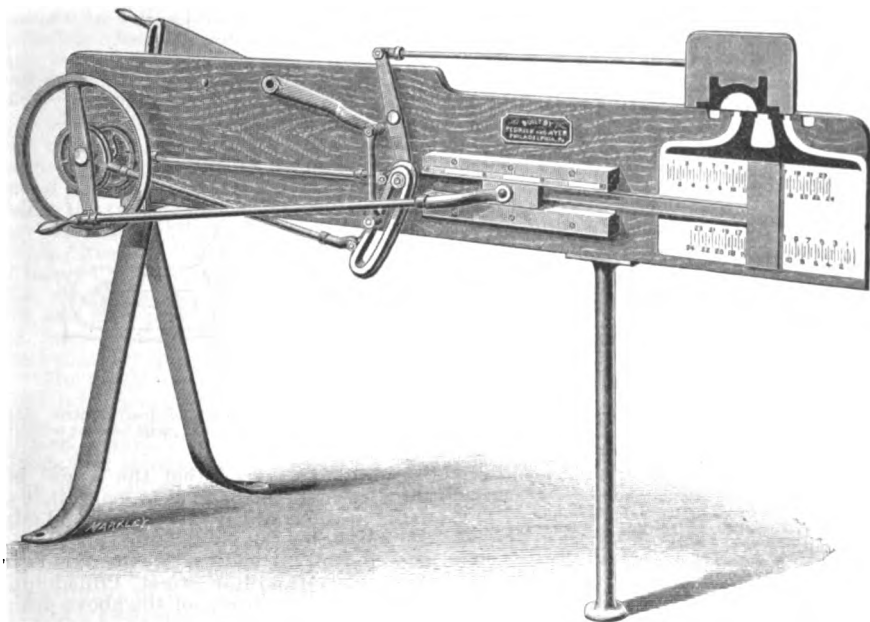
MR. EDITOR:—Would some of the mechanical contributors give me an answer to the following question: If you have an engine having 19x22 inch cylinder and you wish to change to 18x22 inch cylinder, what change will have to be made on engine? Have heard men argue that rods have to be shortened, others that wheels must be changed: would be pleased to get a correct answer.

J. L. S.

Locomotive Link Motion Model.

Through the courtesy of Mr. John A. Hill, editor of the *Locomotive Engineer*, and Messrs. Pedrick & Ayer, manufacturers of mechanical appliances, we are enabled to present to our readers drawings of a loco-

otive Link Valve Motion Model of approved design, with a detailed description of the new and useful device. We commend the illustrations and subject matter to our members as being worthy of their careful perusal.



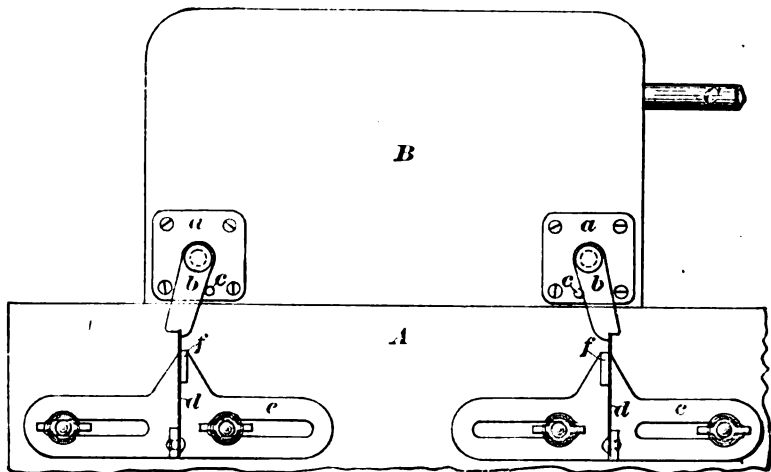
This is the joint invention of Mr. John A. Hill, Editor "*The Locomotive Engineer*," and Mr. Fred J. Miller, Associate Editor "*The American Machinist*," and was designed to meet a growing demand for a Link Valve Motion, reasonable in price, yet accurate, and by means of which the principles of same and the distribution of steam in the locomotive can be systematically studied, and what is equivalent to practical experience in setting valves and eccentrics obtained. Every effort has been made to make the model as near like an every-day locomotive as possible, each part occupying the same place as on the engine itself.

All the principal dimensions and motions of the model are made just one-half those of a standard eight-wheeled 17" x 24" locomotive, and all the parts, which can be adjusted on such a locomotive in setting valves can be adjusted on the model; so that the operation of setting valves is in all essential points precisely the same upon each; the different parts of the model being placed in their true positions relative to each other, as found upon the actual locomotive. In order to set the valves on the model, precisely the same operations must be gone through with as are required in actual practice. The true dead centres must be determined in the same manner, after which the length of the eccentric blades and the position of the eccentrics must be adjusted until the valve is seen to be right, trams being furnished with the model for use in this operation.

The frame of the model is of wood, with the bearing for the rock-shaft bushed with brass. The bearing for the main shaft or axle is along cast sleeve attached to the back by means of a wide flange. A square shoulder is formed on the face of the wheel, to correspond to the inner surface of the tire where it projects over the wheel centre, this shoulder affording facilities for drawing arcs of circles and trammings to determine the true dead centres. Only

two arms are made in the wheel, so that the movement of the eccentrics may be more readily seen, and to make them convenient for access in setting. The eccentrics are fastened by set-screws, having copper disks under them to protect the axle from being bruised. The eccentric blades, connecting rod and valve stem are of polished brass tubing, threaded at the ends, and provided with knurled collars for locking them in position. The eccentric blades have right-hand threads at one end, and left-hand at the other, so that by loosening the knurled collars and turning the tubes, the length of the blades is adjusted. The plank, which forms the frame, is painted black, and the unfinished parts of the motion a lighter color. In order to form a contrast and make them plainly visible throughout an ordinary room or hall, and at the forward end a section of a cylinder, ports, valve seat and valve are represented, and two scales are provided—one reading to the right and the other to the left—over which the piston travels. These scales are divided and numbered to represent half inches of stroke. As the piston passes over them they indicate directly just what part of the stroke has been completed, and what part remains to be passed over, in either direction, and without the necessity for making subtractions. Though the common and generally approved practice is followed in proportioning the ports and valve, it is obvious that, for experimental or other purposes any desired proportions of either may be laid off on paper and attached in position by thumb tacks, covering the ports and valve already laid off. In this way, valves with more or less inside or outside lap, or ports of different proportions, may be experimented with, and their effects on steam distribution—admission, cut off, compression and exhaust—readily observed.

The model is a little over six feet long, stands about four feet high, and will weigh about seventy-five pounds; it is neatly painted or polished, and has the appearance of a machine and not a toy.



The travel of the valve is $2\frac{1}{2}$ inches, representing 5 inches travel on the engine, and the scales are so numbered as to read as the full-sized engine would: so that when any action of the valve takes place, the scales show directly the corresponding position of the piston in the engine, the same as though the model was full-size. The reverse lever and notched quadrant are replaced by the piece seen projecting above the frame at the back, which may be adjusted for any desired point of cut-off, and clamped by a thumb-nut. The point of cut-off is determined by moving the piston to the desired point in the stroke by the scale and then adjusting the reverse lever until the valve is seen to be in position to cut off. This construction is thought to be much preferable to having a notched quadrant for this purpose, because it can readily be set to cut off at any desired point, regardless of lost motion, and is equally well adapted for valves having different proportions. The reverse lever is made of such form and proportions as to counterbalance the link and its connections, and, in fact, the entire model is balanced so that it will stand in any position. The wheel can be turned from either side, there being a crank at the back, which does not show in the engraving.

On the back side of the valve-block is a device (shown above) which, when thrown into action, makes a distinct snap as the valve moves in either direction. The device may be so adjusted that this snap takes place at the moment of exhaust, so that, when studying the motion, any part of it, such as the piston or crank-pin, can be watched, and its position at the time of exhaust observed, which would not be possible if both points had to be watched for. This is effected by means of two swinging tappets, which travel with the valve, and which alternately engage and release small springs, which, as they strike upon seats provided, make the desired noise or snap. The swinging tappets can be turned up out of the reach of the springs when the device is not needed, and the springs are adjustable so that it may be made to suit valves having more or less inside lap, or may be made to announce admission or cut-off instead of exhaust, if desired.

This feature, together with the fact that all the working parts are at one side, where they are plainly visible, makes the model well adapted for use in lectures, or for explaining before an audience its action, or for use by lodges or other associations of engineers. By means of it, any one who may desire may set and re-set valves, studying the principles involved as he goes along, and at his leisure, until he becomes satisfied that he thoroughly comprehends the principles involved.

Complete directions for setting up the model,

measuring to get extreme of dead centre, setting eccentrics, setting valves, etc., will be sent with each Machine.

It will be observed that the model is so adjusted in all its parts as to make it invaluable in the study of valve motion. Lodges contemplating the purchase of such a model will do well to address Messrs. Pedrick & Ayer, 1025 Hamilton street, Philadelphia, Pa., the manufacturers of the above design.

Review of the Reviewers.

EXPANSION
OF
STEAM.

MR. EDITOR: "Vulcan" says I decry the expansive power of steam. If it can expand more than $9\frac{1}{2}$ times, let him prove it. Philosophy says $9\frac{1}{2}$ is the limit. Besides, we are not discussing the comparative expansibilities of different substances and his expression "much effective work at small expense" proves nothing. He looks in the wrong place for the "effective work at small expense." And now, when he comes to those little holes that let the steam all escape so quickly, it makes his head swim. Nobody has given him any formulas how to solve the problem. Now "Vulcan" let me put a flea in your ear. Philosophers say, a strong wind move seven miles an hour, a storm 36 miles; as you observe the visible effects of steam, as it escapes from the boiler at any point through the whistle, safety-valve, cylinder cocks, or any other place, which does not more resemble, a strong wind, or a storm. Then say honestly, don't you think I "suggested" too great a velocity for the steam?

And finally he quits my second article seemingly dissatisfied with himself, not having steam enough left to even try to blow the whistle.

STEAM FORCE. "Vulcan" says: "After having devoted much space of the January *Magazine* to Dr. Wilson there are a few points in the Doctor's January article that require attention." And he first calls attention to my objecting to make the estimate on both cylinders. If he had read my article closely I don't think he would have found any trouble. Also I have my reasons a little more definitely, perhaps, in my review article of March, but if he or any one else still fails to see the point, let him state through the columns of the *Magazine* where I am wrong, and if "Vulcan" is convinced let him say so, and if not, state plainly the trouble, and I will try and make it so plain that a blind man can see it.

Now, friend "Vulcan" you should not get into a pit, because I am battling against what are "supposed" to be well established laws, and misrepresent my plain statements; you have been doing fairly well in your criticisms, perhaps as well as any one could do. The trouble is you have a weak cause to defend. Accept my thanks for your criticisms.

When I said I could only find 34,020 pounds as a starting force, by using all the steam and taking 33,000 pounds as the measure of a horse-power, then it would only be a little more than a one horse-power. This does not say, and I did not say the engine was only a one horse-power; it is your estimate of horse-power that makes it so. But I estimated the starting force of a horse at 600 pounds, and gave good logical arguments to sustain my position, and applied it to the engine, which makes the engine about 57 horse power. And if you can prove that it is any more than that, let us have it.

But this starting force you ignore altogether, and jump at my estimate as a constant pull, and call the starting force a constant pull. Those two forces are very different things. After showing the folly of using 33,000 pounds as the tension of pull for a horse in starting a load, I said if we exercise a little common sense, and use the force that a horse can exert, as the measure, and I took the estimate for the horse very low, for the horse that can do 33,000 foot pounds of work in one minute, in all reason would be able to make a pull of twice 600 pounds to start. But if I had taken 1,200 pounds for the starting force of a horse, then your engine would only show about 28 horse-power, but I did not want to knock you out of the ring too soon. Then, he says, "taking the Doctor's own figures of 150 pounds as the constant pull of a horse," and divides by this number, and finds the engine to be 227 horse, then doubles it, and has a 454 horse engine, thinking he has made a point; but still it is only two-thirds of what his rules say it should be. Also he

forgets we must start first, afterwards comes the constant pull.

Yes, any machine operating two pistons has more power than one piston, just double if the pistons are of the same size; but he must remember every piston averages dead half the time. Then two living halves are equal to one; two dead halves equal to 0.

Then he says, "Does the Doctor mean to take leave of common sense, and believe it as he puts it, a little over one horse power." Read it again "Vulcan." The Doctor never put it that way; nor has he taken leave of common sense, but sticks right close to common sense, plain facts, and indisputable figures.

Then "Vulcan" asks, "Does he believe one horse will pull a locomotive?" I did not say so, and I scarcely believe one can. But read closely what I said, and you will find I allow 4½ horses to pull the locomotive. "Vulcan" swears by the Dinagraph that "48 pounds will start a ton, after starting 12 pounds will accelerate the speed to 50 miles per hour at the fifth mile." Then a locomotive of 60 tons requires a starter of 2,880 pounds; divide this by 600, which I estimated as a starting pull for a horse; this requires 4.8 horses, and after starting have only to keep up a constant pull of 150 pounds to get a speed of 50 miles, but after starting and moving at the rate of 2½ miles per hour only requires a pull of about 188½ pounds. (See "Vulcan" on traction, December number, page 1073). He says probably 110 pounds would keep a 35 ton car moving 2½ miles, then 35:60::110 is to 188.6 pounds only a little more than the constant pull of one horse, about equal to one horse and one man. Can they pull the locomotive? Or is your philosophy wrong? In no place have I confounded constant pull and foot pounds; nor did I ever say you had a constant pull of 34,020 pounds. You can not have a constant pull doing work until you are in motion and when in motion you have left the starting pull of 34,020 pounds which I assume you might have, but will now say you don't have for the drivers will slip, long before that point is attained. Nor do I discard the work done by one cylinder. One does as much work as the other, but when you apply all the force you can get from steam pushing against the piston, thence through the driving rod to the wrist-pin, when the crank presents the longest lever, and using that as your average force, which is done in all your estimates for the power of your engines, there is nothing left for the other, which you will find plainly stated in the February number, page 117, near the bottom.

Yes, I can make any kind of figures I please. But I don't choose to make any but that will express facts, which will bear honest investigation.

When "Vulcan" quits dreaming and becomes fully awake, perhaps then he can see I have made no "New Revelation," but have taken old doctrines long shrouded in mystery, and unfolded them to the open light of day, so that any one seeking after truth may understand easily things that are now obscure.

"Vulcan" has not denied that a horse can exert a force of 600 pounds in starting a load; then let him prove how the locomotive that is estimated as a 681.6 horse-power can start any heavier load than 56.7 horses can start.

I have read what "Vulcan" says in the January number about work done by locomotives, and believe I have replied to all his objections, so I hope "Vulcan" will not think of retreating. I expect no money for what I have written, nor is it an advertisement of a new scheme, but it is to express my honest convictions on *old errors*. If I am in error, let "Vulcan" or any one else prove it, but so far what I have said, stands yet firm as a rock.

Thus far I have been arguing from a common sense standpoint, and every day observations; but now I will cite some authorities, then make an application of what they say:

Rankin says, "the duty of an engine is the work performed by a given quantity of fuel—such as one pound." Water is not considered as it don't cost much—Then says, "The duty of a pound of coal varies in different classes of engines, from about 100,000 to 1,900,000 foot pounds, these are extreme results. In *good ordinary engines* the duty varies from 200,000 to 700,000 foot pounds. Our *best engines* only yielding an efficiency of about $\frac{1}{4}$ to $\frac{1}{3}$ of this force."

And Dana says, "A pound of coal produces upon combustion in the air," (not in furnace), "by change of chemical energy into heat about 7,500 heat units," and he takes Dr. Joules' heat unit as his standard, which is 772 foot pounds of work—Fah. scale. Yet I doubt Joules' method as being the proper way of arriving at the truth. I think he has the unit too high. Hence by Dana's estimate, one pound of coal would produce $7,500 \times 772 = 5,790,000$ foot pounds of work or heat energy. But he says "the *best steam engines* only utilize about 10 per cent. of this (heat energy) so far as useful effect goes," which is 579,000 foot pounds for every day work in the *best engines*, and is only a little more than Rankin's mean 450,000 pounds for *good ordinary engines*. Therefore they are about as near together as writers on this subject usually get. But we must remember Dana is speaking of the extreme possibility of heat energy in a pound of coal, while Rankin is discussing the practical results of a pound of coal for every day use. Therefore we will use Rankin's estimate, and apply it to every day work, and

I hope the figures are large enough to satisfy "Vulcan."

Let us take his extremes for good ordinary engines and find mean, $200,000 + 700,000 \div 2 = 450,000$, of this he says only about $\frac{1}{4}$ or $\frac{1}{3}$ is utilized; let us again take a mean and say $\frac{1}{2}$, is not this fair? Then $450,000 \div 2 = 225,000$ foot pounds of useful force or work for every pound of coal. Now apply this to every day work and what have we?

"A Fireman," on the Little Rock and Fort Smith road, which is through a hilly country with heavy grades, told me he went out from here (Argenta) with a $16'' \times 22''$ locomotive pulling four coaches, run to Russellville—75 miles—averaging about 20 miles per hour, and he used on the trip 72 scoopfuls of coal, No. 3 scoop, say 20 pounds to the scoopful. Now how much steam energy did they have?

Coal $1440 \text{ pounds} \times 225,000 = 324,000,000$ foot pounds. Time, 225 minutes. Force required per minute, 320,000; and this divided by $33,000 = 9.7$ horse power, all the steam force that was required of the locomotive, including *both cylinders*. Coal per minute 6.4 pounds. Again, on the same road with freight trains, full loads, one ton of coal is estimated to run 40 miles. Schedule time, 10 miles per hour. What is the steam force required? One ton of coal gives 100,000,000 foot pounds. Time, 240 minutes. Therefore each minute we have 416,666 pounds. This reduced to horse power gives a little less than 13 horse power to pull a full load of freight, using $18'' \times 24''$ ten wheeler locomotives. Coal per minute 8 pounds. Let us take another of something "real." Engine $18'' \times 24''$ run to Russellville and back again, full load of freight both ways; distance, 150 miles; time 12 hours, burning about $2\frac{1}{2}$ tons—50,000 pounds of coal. Then $5,000 \times 50,000 = 250,000,000$ foot pounds per minute. This reduced to horse power per minute gives 10.5 horse power of steam. Coal used per minute about 7 pounds.

Now one more example of something real: Firemen on express trains on the M. & L. R. road say they use about 3 tons of coal running from here (Argenta) to Memphis; distance 131 miles, time $5\frac{1}{2}$ hours. Then the steam energy is $60,000 \times 50,000 = 3,000,000,000$ foot pounds for $5\frac{1}{2}$ hours, or 330 minutes, and for one minute it would be 909,091 foot pounds, reduced to horse power is $27\frac{1}{2}$ horse work—coal per minute, 18 pounds; engines $14'' \times 24''$. This case seems to require more than twice as much coal, as is used on the L. R. & Ft. S. road, and I think the discrepancy is due to the fact that the firemen on this road have not had their attention particularly called to the amount of coal used, and I think if they will observe closely, they will greatly reduce that estimate. To burn more than half a ton of coal per hour keep up a pretty big fire, and

a fireman would have but little time to ring the bell and wipe the sweat from his face.

But by the rules for estimating horse power for engines, this locomotive with 140 pounds of steam is equal to 490 horse power.

Now, "Vulcan," *honestly, don't you think it poor economy to take a 490 horse locomotive to do 27½ horses work?*

Now, take what I said in the January *Magazine*, page 22, commencing near the bottom of first column, and if you could make 150 pounds of steam in your boilers in 15 minutes, then you could have ten pounds to use every minute. Now, if one pound of coal gives 50,000 pounds; and 8 pounds of coal (see estimate for freight trains) give 400,000 foot pounds of work it would be equal to 12.1 horses. But if every cubic inch of steam in the boiler could be used (and retain a pressure of 150 pounds) in one minute, it would give you for that minute 181½ horse power; but then you would have nothing left for the next 14 minutes.

Let us see how much coal "A Philadelphian's" 681.6 horse locomotive requires for 1 minute's work: $681.6 \times 33,000 = 20,448,000$ foot pounds, divide this by 50,000 gives 409 pounds of coal for each minute, 24,540 pounds or a little more than 12 tons per hour. Firemen, which of you want the job of shoveling in 12 tons of coal per hour to make that locomotive do 681 horses' work? Then here is another dilemma, and it has three horns: You must shovel in and burn 12 tons of coal per hour, go back on Rankin's teaching, or say you don't have any locomotives of 681 horse steam power. I cling to the last horn. Which will you take?

L. A. Wilson.

A. H. Tucker "Hollers" Enough!

Upon opening the pages of this department of the *March Magazine* to Mr. Lockwood's "further answer," and reading his corroboration of the everywhere printed statement that Miss Bly and Miss Bisland had been around the world, I confess to a feeling of disappointment. I have to own to a natural fondness for female society, but when I read Mr. L.'s repetition of this matter-of-course performance I felt much like saying to the "demnition bow wows" with Miss Bly and the rest. I want to read something about my question. What has her trip to do with counter-balancing a locomotive? If she had made the circuit by continuing north or south, which she might have done had she *known enough*, I would have excused Mr. Lockwood for speaking about it; but what purpose he intends the problems in longitude and time, which he has introduced into these discussions, to serve, I do not believe there is a reader of this book can tell. As inventors of tantalizing means of punishment I had supposed the Chinese could not be surpassed, but I don't

suppose even they ever thought of subjecting a victim to the punishment of listening to the same "lingo" forever, just because he was a little incredulous and inquisitive. Reaffirming his former answer to my question, Mr. Lockwood expresses his intention of making a "fuller explanation," the *fullness* of which, if we except his reference to the ladies, does not appear. It is true that he has quite adroitly tried to induce us to believe that the action of the steam in the cylinders of the Shaw engine equalizes the effect of the momentum of the masses of matter supported by the pins when such masses are equal in weight, but one is moving seventy-five and the other twenty-five miles per hour. This he clinches by saying that the lines in the figure prove it. The facts are, that the lines referred to represent the paths through which the pins pass, and steam pressure has no effect on them; they would be the same with the engine running by gravity as when running by steam. There is the further fact, too, that if I understand correctly, the Shaw engine takes steam at opposite ends of her cylinders at the same time, cuts off in each cylinder at the same point in the stroke, and exhausts at the same time. So the effect on the pins is the same at all points of the stroke.

Mr. Lockwood has said much, and said it so apparently for the purpose of establishing a point, without reference to its general application, that I am not surprised that he has forgotten that he ever claimed that while the pin is passing from the forward to the back centre the piston connected to that pin stood still and the cylinder passed over it. But he did claim just that, and we all know it without referring to page and number.

At the close of Mr. Lockwood's article he calls on any whose questions remain unanswered to reproduce them and he will reply. I can think of several of my own which he has never attempted to answer, nor can he answer them without admitting himself in error, and this there is not mules enough in Missouri to draw him into doing. Besides, there is no fun in hearing the old story told over again, so I have decided to throw up the sponge in this soft glove contest in hopes that something more entertaining may be introduced on the stage. I have no friend "high in railroad circles" to rub my ears and "sic" me on to victory, so I have to suffer defeat, "knocked out" by monotony alone.

By just what sign we are to know when Mr. L.'s victory is complete, or in just what it is to result he has not yet permitted us to know, but from the language of his "high friend" it must be something terrible. I can't help thinking that that "high friend" may be a humorist in a quiet sort of way.

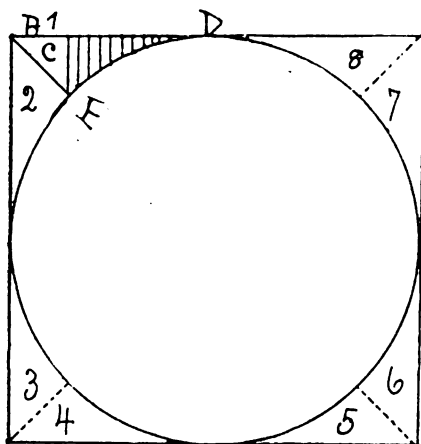
CHILLICOTHE, MO.

A. H. Tucker.

"Amboy Division's" Call to "Eccentric Strap," "Vulcan," and "A. H. Tucker."

MR. EDITOR:—My old friend, "Amboy Division," is back in the traces again, and to me he is most welcome. The loud call of this able writer, in March *Magazine*, 1890, page 219, is of such a nature that those three equally able writers must come down or fight to the death.

In December *Magazine*, 1889, page 1072, "Vulcan" has an illustration which I should like reinserted in the Mechanical Department, for the purpose of asking a few questions to a better understanding of this "area of surface question," or "squaring the circle."



The diameter of the circle of the cut is 2½ inches, the length of its circumference in a plane is 6½ inches. Won't he please tell us where and how he gets the spaces C-2, 3-4, 5-6, and 7-8, of the square into the circle E?

Mr. Lockwood's illustration and answer to "W. L.'s" inquiry relating to "slippery drivers" running down hill is very interesting reading, and his accounting for this slipping is a very ingenious theory, which he calls "*Centrifugal Lift and Tangential Throw*." The illustration prompts me to ask of you a favor, and find illustrations to enable me to ask a few questions growing out of illustration of the wheel in the January *Magazine*, 1890. On receipt of proofs I will go on with my questions.

Eccentric.

Drawing Instruments.

Those of our readers desiring information in regard to the drawing instruments referred to in a previous issue of the Mechanical Department, should address Bro. Wm. Weiler, Box 25, Port Morris, N. J.

Locomotives.

The Staten Island Rapid Transit is asking bids on five locomotives.

The Boston & Albany has just added eight new Baldwin locomotives to its equipment.

The Iowa Central has received a number of locomotives from the Baldwin Locomotive Works.

The New York, Pennsylvania & Ohio has placed an order for one passenger and five freight locomotives.

The Baldwin Locomotive Works, Philadelphia, are building five freight engines for the Salt Lake & Eastern Railroad.

H. K. Porter & Company, in Pittsburgh, are building two light passenger engines for the Salt Lake & Eastern Railroad.

The Baldwin Locomotive Works this week delivered three light-weight locomotives to the Birmingham, Powderly & Bessemer.

The Louisville, St. Louis & Texas has received two freight consolidation engines ordered of the Pittsburgh Locomotive Works last fall.

The Schenectady Locomotive Works, Schenectady, N. Y., are building ten consolidation engines with 21x24 inch cylinders for the Chesapeake & Ohio Railroad.

The Canadian Pacific has finished seven large locomotives for service on the Western Division. Orders have been given for the construction of seventeen more engines.

The Louisville & Nashville has ordered twenty engines from the Rogers Locomotive Works, of Paterson, N. J. Ten are to be consolidation engines and ten switching.

The Baldwin Locomotive Works expect during the year 1890 to turn out not less than one thousand locomotives. During the month of October last the output was 104.

The Rio Grande Western has now received twelve of its standard gauge locomotives, and these are all in service on the part of the road which has been made standard gauge.

The Louisville, New Albany & Chicago has received two additional consolidation locomotives, part of an order recently placed in the East. The company expects four more engines next month.

The Sioux City & Northern has now in service six locomotives, six passenger and three baggage cars and five cabooses, all new. The company has also in service 100 platform, 100 box and 100 stock cars.

The Louisville & Nashville has placed an order with the Rhode Island Locomotive Works for a number of engines, in addition to the ten consolidation locomotives being built by the Rogers Locomotive Works.

The Brooks Locomotive Works have recently built some ten-wheel engines for Cuba. The engines attracted great attention, being very gorgeously finished in bright colors and a lavish quantity of polished brass.

The Central of Georgia have placed the building of twenty freight and two passenger locomotives with the Baldwin Locomotive Works and the Central of New Jersey have ordered sixteen locomotives from the same makers.

The Central of Georgia has just received thirteen locomotives, and will receive twenty more in the early part of next month. Of the latter sixteen will be for freight and two for passenger service. The other two are shifting engines.

The third of five engines for the Pennsylvania lines was turned out of the Columbus shops last week. The last of the five will be completed February 10, after which the construction of five more of the same class of engines will be begun.

Car Notes.

The Illinois Central is asking bids on 25 passenger cars.

The Missouri Pacific is in the market for 3,500 freight cars.

The Staten Island Rapid Transit will soon give out orders for 20 passenger cars.

The Texas & Pacific is building a number of new passenger cars at its shops at Marshall, Tex.

The St. Louis & San Francisco has received two handsome passenger cars from the Pullman shops.

The Boston & Albany and the Boston & Maine are in the market for new freight equipment.

Twelve of the cable cars on the Brooklyn bridge are to be sold and replaced by new and heavier ones.

Three parlor cars are to be built for the Inter-colonial. The contract is to be given to a private firm.

Stillwell, Millen & Co., of Savannah, Ga., have recently let a contract for 100 cars, for carrying lumber.

The New York & Northern intends to soon let the contracts for building a large number of new cars.

The New York, New Haven & Hartford is building six combination cars at its New Haven shops.

The Norfolk & Western has given an order to the Roanoke Machine Works for 15 passenger cars.

The Michigan Car Company, Detroit, Mich., is building box cars for the Flint & P're Marquette Railroad.

The Duluth & Winnipeg will soon award the contracts for building both its passenger and freight equipment.

The Toledo, Columbus & Cincinnati has placed in service 50 new flat oil tank cars and marked Lima Oil Co.

The Pennsylvania has completed at the shops at Altoona six chair cars, for use on the Camden & Atlantic line.

The Brooks Locomotive Works at Dunkirk, N. Y., have recently completed several new engines for export to Cuba.

The Northern Pacific will probably soon place orders for 25 passenger coaches, 10 baggage cars and 300 platform cars.

The Ohio & Big Sandy has 30 gondola and 100 coal cars building at the Ensign Car Works, Huntington, W. Va.

The Evansville & Terre Haute is having built the cars for two vestibuled trains for service between St. Louis and Louisville.

Contracts for the construction of two thousand new coal cars were recently let by the Lehigh Valley Railroad Co.

The Barney & Smith Mfg. Co. have the contract for building 25 passenger and 10 baggage cars for the Northern Pacific.

The New York, Ontario & Western has let a contract for building 1,000 freight cars to the Indianapolis Car & Manufacturing Co.

The Central of New Jersey has placed an order with the Baldwin Locomotive Works for five passenger and 11 freight engines.

The Kansas City, Fort Scott & Memphis has just placed in service three new passenger cars built at its shops near Kansas City.

The first consignment of ten new Pullman sleeping cars for the Northern Pacific road has been received and others will be received in a few days.

The Jackson & Sharp Co., of Wilmington, Del., has received the contract for 12 passenger cars for the New York, Ontario & Western.

Shop Items.

The Hot Springs, Ark., Railroad Company will build a roundhouse at Malvern.

The Canada Atlantic Railway Company will build shops at Valleyfield, Quebec.

The Richmond Locomotive and Machine Works, Richmond, Va., have recently put in new machinery to the value of \$150,000.

Alonzo Ellison has received the contract to erect a ten-stall roundhouse for the Canadian Pacific at London, Ont.

The Pennsylvania Railroad Company will, it is rumored, build shops for the McKeesport & Bessemer road, opposite McKeesport, Pa.

One hundred and seventy-five men, employed in the Erie shops at Susquehanna, Pa., were laid off last week. Nearly all are single men, and many non-residents.

The Middletown Car works, Middletown, Pa., are full of work, as also are the works of Schall & King, at York, Pa., having to work extra time.

The Central Railway Supply and Construction Company has been organized at Indianapolis, Ind., manufacture and deal in railroad equipment. The capital stock is \$500,000.

The American Fire-proof Steel Car Company will build extensive works near Chicago, Ill., having purchased 700 acres of land for shops and dwellings.

The shops of the Huntington & Broad Top road, at Saxton, Bedford county, Pa., were burned lately and a locomotive and three cars in the machine shop were destroyed. The loss is estimated at \$30,000.

Fire in Ottawa, Ont., on Monday last destroyed a car shed belonging to the Canadian Pacific, together with six cars, including Lady McDonald's private car and the official car "Ottawa." The loss is placed at \$90,000.

The Ohio Falls Car Company, Jeffersonville, Ind., have recently added to their works one of the largest saw mills in that part of the country, capable of cutting 50,000 to 60,000 feet of hard wood lumber per day. They are full of work in both passenger and freight departments.

The Bellmeyer & Small Car Company, of York, Pa., are busy on some day coaches for the Norfolk & Western, Atlantic & Danville and several other roads, as well as a number of freight cars. They are also building cars for railroads in Cuba and Mexico.

It is rumored that the Grant Locomotive Works Company, of Paterson, has been reorganized, and that new works will be built near Chicago. The greater part of the new capital put into the concern is said to come from the West, and it is reported that Mr. E. T. Jeffery, lately of the Illinois Central, will have charge as general manager.

A certificate of the incorporation of the Leslie Brothers' Steam Snow Plow Company has been filed in the county clerk's office, of Paterson, N. J. The company intend to manufacture steam snow plows, locomotives and general railroad appliances. The works will be located in Paterson, N. J. John P. Leslie and Edward Leslie are the principle stockholders, each having 2,250 shares. Mathew Sweetman, of Toronto, Canada, holds 500 shares. The company is composed of the three persons named, and begins operations with a cash capital of \$500,000.

The Pittsburgh Locomotive Works' people are making very important additions to their shops. A few years ago they built what is the finest and best equipped iron foundry in the country, and they have now erected a fine boiler shop that will have every facility that can be used to facilitate the construction of boilers. They are going to have the most improved hydraulic machinery for riveting and flanging, and their cranes will be operated by the same power. The intention is to build a new machine shop of sufficient size to double the capacity of the works. They are very busy with the building of locomotives that are nearly all particularly heavy.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

THE WIFE'S SMILE.

One might almost make the assertion that no article was ever written on the duties of a wife which did not contain the important injunction that she should "meet her husband with a smile." This has been repeated so often that it provokes a smile to read it. Before marriage girls laugh too much. The approach of a young man is the signal for a whole broadside of smiles and he is entertained by a succession of giggles. The girls seem to think this is attractive to the gentlemen and perhaps it is, but it sometimes occurs to one that if the thing could be evened up so that there was not so much smiling before marriage and a little more afterwards it would be better in many respects. In the former case, however, the man is always on his good behavior, doing all in his power to make the girl happy and cheerful, and showing only the best side of his nature. But there are times when the wife cannot meet the husband with a smile. When, for instance, he comes home in such a state of intoxication he could not distinguish between smiles and tears; or, when, unfortunately, she knows that he has been basking in the smiles of another, who has wrecked the happiness of her fireside; or, when, through idleness, or improvidence, or reckless habits, he comes home with empty pockets to an empty larder; or, when he enters the house with dark looks, cross words, and fault-finding, oblivious to all that has been done for his comfort and pleasure. These are some of the times when the wife cannot meet the husband with a smile, although so strong is the idea of duty in this regard that many a one smiles through tears and with a breaking heart.

But when the husband bravely and conscientiously fulfills his obligations and does his best, whether it be great or small, then no welcome can be too hearty or too loving when he returns from his daily toil. The value of a smile cannot be overrated. The enthusiastic greeting of children, the cheerful fire, the appetizing odor of the waiting meal, are like a glimpse of Paradise to the tired and hungry man; but sweeter than

all is the affectionate smile from a faithful wife. Its effect and influence cannot be exaggerated; indeed, they cannot be expressed in words. With all the cares and worries, the trials and burdens of daily life, this welcoming smile is sometimes neglected or forgotten. The wife is glad to hear her husband's footstep, thankful that he is safe at home once more, but she thinks he ought to take all these things for granted, just as he considers that she should understand his continued affection without his telling her of it. But we are so curiously constituted that we crave the outward manifestations. The importance of love between man and wife cannot be overestimated. "Perfect love casteth out fear," the Bible says, and it might have added that it dispels all the clouds that arise in married life. So long as the love remains pure and constant, every difficulty can be adjusted, every misfortune bravely met. It is the strongest and yet the finest and sweetest of the emotions, and needs to be guarded with the tenderest and most unremitting care. It is the foundation of domestic peace and contentment, the keystone of wedded happiness. No marriage should ever be contracted unless it exists in the highest degree, and all through life it should be cherished as the pearl of great price.

THE Quebec Legislature recently passed by a unanimous vote a bill giving to every father of twelve living children a bounty of one hundred acres of land. It is all very well to encourage the good work of populating the earth but in what way are the mother's services recognized? Is she not entitled to at least an equal reward with the father in the bearing and rearing of these twelve children?

THERE seems to be so much interest in our present topic relating to the management of husbands that we will invite communications upon this subject for another month. We hope our readers will not misunderstand its meaning. We do not wish to imply that husbands must be "bossed" or disciplined or anything so undesirable as this. We simply ask for an exchange of information upon the various methods which wives have found most effective in preserving harmony and happiness in domestic life. Many intricate problems arise in marriage and sometimes wives are lacking in the wisdom and judgment necessary for a successful solution. An interchange of ideas upon this subject cannot be otherwise than profitable. There is a great similarity in human nature the world over and it is a relief to a perplexed wife to learn that other women also are beset with doubts and difficulties and are seeking for light. Women cannot be too

careful about making public their home grievances or complaining of their husbands' shortcomings, but to compare experiences in a pleasant manner and to relate experiments that have produced desirable results cannot fail to be of mutual benefit. Such letters, for instance, as we publish this month are helpful and encouraging and show a pleasant phase of married life.

THERE seems to be some anxiety on the part of the sisters lest the "Woman's Department" should be abolished. There is not the least danger of this. The publishers realize that the *Magazine* has no warmer friends or more faithful supporters than its writers and readers among women. This department is considered one of the most readable in the *Magazine* and it brings in hundreds of subscribers. It is the desire to make the *Magazine* not only an authority upon all matters pertaining to the Brotherhood but also a book suitable for home and fireside reading. There is occasionally a selfish individual who grudges the few pages devoted especially to the interests of women, but the number of these men is very small compared to the great body who approve and sustain the "Woman's Department." Let every one of our readers put forth an effort to make the department as bright, readable and helpful as possible and they need have no fears of its being left out of the *Magazine*. Such a thing has never been contemplated.

A PRIVATE letter has been received from El Dorado, Ills., saying an article was sent for this department but it has failed to reach us.

FARGO, N. DAK., February 23, 1890.

Editor *Woman's Department*:

To-day is Saturday and after my usual Saturday's work and preparation for the Sabbath was completed I lay down to rest. As I did so my eyes caught sight of the January number of your *Magazine* lying near at hand, and I sometimes think a change of thought is more beneficial to the tired body than slumber to the eyelids. I suited action to thought, opened the *Magazine* and the first article meeting my eye in the Woman's Department was the request for a series of letters on the Best Way of Managing a Husband, and having been a reader of the *Magazine* for some time I take the present opportunity of writing you a short letter, wondering the while whether it will ever see daylight or end its journey in the waste basket. However, I will venture as I seldom see any article from Fargo, or at least have never noticed anything but once, and that written by a man, which was so highly appreciated by Fargo people that it was copied by one of the dailies of our city. I think it must have frightened the correspondent, however, for as we listened for the return of the visitant we heard nought but its expiring breath. But to return to our subject, "Best Method of Managing a Husband." First, I would say to the wife, manage thyself, and the husband will in nearly all cases profit by example, and you will find husbands are not hard to manage, or, in plainer words, do for and appreciate your husband as you would have him do for and appreciate you; as you know it has been proven that as sure as the sun rises in the east and sets in the west, just so sure we must have

cause to produce effect. Very well, if we require a good effect let us as true womanly women propagate a good cause, this then will follow as my second, and we ask this: Set your mark high. "Anything that is worth doing is worth doing well." Having never had any trouble in managing my husband, I will give you the method used, strictly adhering to the first two axioms already given. The next most essential thing is wifely sunshine, or in other words, let the wife of four or five birthdays meet the husband just as she met him four or five years before when she, a young, blushing and happy bride, imprinted the first wife's kiss upon the lips of him whom she had taken "for better or for worse until death do them part." Always remember to keep this stock on hand for the clouds of fault-finding are sure to creep in the heart if it is left empty by sour looks or too much trouble. Make yourself, the children and your home just as pretty and home-like as possible and always scrupulously neat. Of all things never neglect your own personal toilet, never meet husband at dinner with a soiled morning dress. If abundance is not at your disposal, all right, one does not have to follow the latest butterfly of fashion to meet the approval of any sensible man. Although the material may be cheap print let it fit neatly and you will find with a cheery face above it and a kind word of welcome it will bring the answering heart throb from your husband, and as I said before you will see he can manage himself and take the trouble off of your hands and like Shakespeare of old he will say, "kindness in woman, not their beauteous looks shall win my love." Never on any account let the children take your place. They are God's most choice gift to wife and mother, next to husband, but always put husband first and by so doing teach him your place in his heart. Do not be afraid to trust your children to other hands and when he asks you to accompany him out for an evening do not say, "Oh I am so tired," or "how do you think I can go out with the care of all these children on my mind, they are such a trial?" but rather reply, "with pleasure," and try to make yourself look as pretty as possible with the means at your disposal. But never make a wasteful use of funds, for in so doing you will soon lose your husband's confidence as a manager, and should it happen you are unable to go, say, "I am sorry, I should like to go, but Susie must have her apron for to-morrow and I promised Robert his new mittens should be finished to night," and I think in nearly all cases the husband will not leave the wife who can forego the pleasure of an evening entertainment for the sake of duty to himself or children. But will he not rather interest her on the news of the day, or rock baby while the wife and mother, obeying the promptings of conscience, walks the treadmill of duty. Further, take an interest in your husband's business and although it would be much more to your taste to be otherwise employed, remember it will not cost as much to keep your place in your husband's heart, and keep him at home evenings as it will to win him back after having sunk into dissipation or other vices because wife was cross or children a trouble, and necessarily home is not a pleasant place and husband seeks a more congenial company. But you will say is this the prescription, that is a cure for all unmanageable, diseased husbands? I answer, yes. I hear a mother say, "But I am sick." Very well, I can sympathize with you. Disease has been the only cloud to darken the sunshine of our home. But the husband then was able to manage himself long before this came and still remembers how, and I am able to see the broad cast upon the waters, not return after many days, but I have been able to have a full supply of bread all the time and now have a surplus and as an invalid I find it acceptable. Love begets love, sympathy begets sympathy, and I feel to thank God for my early christian home-training and the example I follow is the mother who never had to manage father, for he had early learned by precept and example how to manage himself. Firemen's wives, perhaps you will be surprised when I tell you I have left my work many times early in the morning to take a morning ride with my husband, he knowing well that to have me go would necessitate his having a cold dinner or even more that, after returning he must take

up the work I left undone and do it himself, all for the pleasure of having my company for his morning ride.

This subject is too deep to fully digest at one meal; a subject of which one is tempted to take a loaf instead of a cracker, but I think I have given you a bird's-eye view of my way of managing a husband and not find it hard work either.

The man who weds a loving wife,
Whatever betide him in this life,
Shall bear up under all,
But he that finds an evil mate,
No good can come within his gate,
His cup is filled with gall.

Yours truly,

Daisy.

[It would be hard to treat this subject in a more acceptable manner than is done in this letter. Let us hear from you again.—
Ed.]

ELDORADO, ILL., February 4, 1890.

Editor Woman's Department:

Although I am unmarried, I expect to marry if I live much longer, and I hope to have a husband, who is worthy of the name husband. I was taught when very young to do unto others, as I would that they should do unto me. I try to have this motto guide my daily acts. I have met many persons engaged in different pursuits and I have always observed, that in nine cases out of ten, a kind word will accomplish more than a scolding or a flood of tears. Had I a husband and he should come home now, this writing or any other work I might be doing would be laid aside; and my husband's wishes should be granted. All that could be done for his comfort and happiness I would do; no hired help should be allowed to prepare the delicacies for the meal, or grant any requests that might be made. Too many wives and mothers expect the servants to do the accommodating, because it is too much for them to leave their detective stories, novels, or perhaps their first-class beau in the parlor. Mother is the one to wait upon her children, but when her husband comes home she should meet him with a kiss and pleasant countenance, and let him know by her every look, act and word that he is more welcome than anyone else. He, our fireman, is home so little he should be loved and humored instead of the children. He was loved first and should be loved longest. I firmly believe in loving and humoring children, but I also believe in prompt obedience. Mothers, be loving, firm and strict with your children. Wives, be kind and loving, and trust your husbands and you will be lovable. Let your husband's wishes be your first thought; study his disposition, likes and dislikes; work for his interest, don't notice other women's husbands. Teach the children their duty to you and their father; teach them to love their father and look and long for his return, but do not permit them to take the place that belongs to you. The names, "papa" and "mamma" are well for little children, but no name is as sweet and respectful as Father and Mother. If a wife has her husband's love and confidence she will have his earnings to make home comfortable and happy. If he is asked to go with his wife to select articles and settle monthly bills he will realize that his wife is his equal and helpmate and not a heartless spendthrift who cares for nothing but dress. A wife must not abuse her husband's confidence and generosity; if she does she need not expect him to be so liberal as he was. She should use judgment in all things. I am a firm believer in what my mother taught me: "The less a man is asked to do and the fewer he has to provide for, the more selfish and stingy he is."

Because our firemen do rough, hard work, that is no sign they are hard and cruel-hearted. If their hands are hard and calloused inside they can and will give the pleasant and soothing touch upon the hair and forehead, and it will be accompanied by the love from the heart. Firemen's lives are rough on the road, and their homes should be more com-

forting and desirable than the homes of those who always have a pleasant, enjoyable time.

Wives, love your husbands; deserve their love and you will be appreciated, but if your love is false you need not expect to keep his love and confidence. You may expect to answer for the ruination of a man, and be your husband.

Grace Carroll.

[The writer of this has excellent ideas of married life. We hope she may find a husband who will appreciate her loving kindness and be worthy of her appreciation.
Ed.]

GRAND RAPIDS, February 13, 1890.

Editor Woman's Department:

As I was looking over the *Magazine* I saw where the wife of one of the Brothers thought as the new year was just beginning it would be a good time to begin a new work. I have the same opinion, for I think there are a great many more Lodges than we know of, and if we could correspond with each other we would know what each one thought, having a Grand Lodge and a charter to work under. We have been organized four years in June and have not had any charter. We have made our own constitution and By-Laws, and now I think we ought to have a charter. We have not got as large a Lodge here as I would like to see, but we have had lots of patience, have worked hard to keep together and hope before another year passes we will have more. We meet twice a month, the first and third Wednesday afternoons, in the I. O. G. T. hall. At a recent meeting the following officers were elected: President, Mrs. H. Norris, 39 River ave.; Vice-President, Mrs. H. L. Brown, 427 Cass street; Treasurer, Mrs. Leech; Secretary, Mrs. J. Kitselman, 68 California street; Chaplain, Mrs. George Nichols; Guard, Mr. A. E. Wilcox; Conductor, Mrs. C. Bentley.

I remain, a Fireman's Wife, *H. E. A.*

SAN ANTONIO, TEXAS, February 28, 1890.

Editor Woman's Department:

I have of late noticed some talk in the *Magazine* discarding the Woman's Department. Now, I am not a correspondent but read the *Magazine* and am much interested in the Woman's Department, and I think if the ladies would make it more interesting and not tell so much about their sweethearts, and whom they are interested in, and refrain from talking the gentlemen for flirting and so forth, they would not want to monopolize the whole *Magazine*. As I have said in a former letter, men are all like Father Adam, who had all the things in the garden except the forbidden tree, and was not satisfied until he had that also. The Brothers have the whole *Magazine* except a few pages which are given to the ladies, yet some of them want that.

Now, suppose we undertake to talk of something else for a while; something useful and beneficial for instance the best method of training children, or of cooking our husband's lunch (which is the most important subject at our house at present) or how to save a few dollars each month so that our husbands will not be "dead broke" the week after "pay day." Oh, there are a great many subjects on which we and our husbands would rather read than those about flirting and sweethearts. I am always discouraged when I am reading the *Magazine* and come to a letter where some silly girl has written something about some one "making a mash" on some one, or that she is "stuck" on some certain fireman, when the chances are that she does not know how to make a biscuit or boil an egg fit to eat. How much better that "certain fireman" would think of her if he had written to ask the best way of putting up a lunch, or of washing a fireman's overclothes. I think there are many ladies who have husbands who pay very little attention to such matters. There are some ladies of my acquaintance who think they ought not to work—that it is degrading; they rest their sit with folded hands, doing nothing (except to after the pay car has gone) while their husbands are wearing themselves out working day and night for their support. Now, I want to ask a question:

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it more degrading for us to work than our husbands, or is it a disgrace for any man or woman to work? No, it is ennobling, and I honor the woman who is not ashamed to work, to do her own work and to work for others if need be, and she can do so without neglecting her own family. It is a mistaken idea some women have that a woman should not work. I have heard some people remark that they would not work in another's kitchen if they had but one dress to their back. Now, somebody must work and so long as people must eat, some one must cook, and where is the disgrace? Where is the young lady with sense who will marry a young man who thinks work beneath him—who will wear the same suit until it is threadbare and shoes bursting out rather than do some honest labor to earn some new ones? I think they are few, as also are gentlemen who are willing to marry girls who marry to be supported; who must board because they do not know how, or think it beneath them to keep house. Now some one will curl her lip and say, "Pooh! She is a washwoman, or she is an old maid and can't get a husband, or she is a widow and wants the gentlemen to think she can and is willing to support a husband." I will say it is a mistake. I have a husband who is a fireman, earning as good wages as your husband does, still I am not above doing my own work and earning a few dollars besides, and I do not do it by washing, either; although I would if I could not earn it some other way and it was necessary that it should be earned, and I have never felt it a disgrace to me yet, and I am proud to say that I have earned the support of my family when my husband was sick and could not work, and I think it an honor to any woman who can feel that she is independent of any man's support. Now, I will tell you that I am a seamstress and do my own work, and some months I have earned \$35, not because I was compelled, or that my husband wished it, but because I like to feel independent, and while my husband is hard at work I like to know that I am not wasting my time in idleness. I clothe myself and children, that is, in general, (my husband does not ask it of me, but I like to know that the dress I have on was earned by myself.) I buy what I want and do not ask for 25 cents to buy a pair of hose and have my husband tell me he is "dead broke." I purchase anything I wish or need for the house, and put a little by for a rainy day, or perhaps, as railroad people would say, for the times when my husband has been laid off.

Now, I do not think my acquaintances think less of me, or that I have fewer friends because I say, "Yes, I am a dress-maker and am proud of it." I have had one lady request me not to call her a dress-maker because she was ashamed of the name. Well, I am sorry for her or anyone else who feels that it is a disgrace to make dresses. Perhaps some day it will be a disgrace to wear them too, but I suppose it is time I kept still or I will have some one writing me a warm letter.

Now, I shall write again and tell the ladies who care to know, how I manage to get along with my work and children, and sew for my friends, some of whom have no children, keep a servant and yet have no time to do their own sewing. I may also tell those who wish to know, how to make their own dresses, or their children's school clothes, or I could tell them how to put up a lunch or wash a suit of over clothes, but for goodness sake don't ask me how to sew buttons on them, for I must acknowledge that is a thing of which I know little. I can sew them on a dress, but on my husband's clothes! Oh, don't ask me, for I am afraid some times he has to sew them on himself. "Does he grumble?" do you ask? Well, he is a man, let that be answer enough.

One Who Is Not Ashamed to Work.

[There is a great deal of excellent good sense in this letter but such a smart woman as the writer should never confess that buttons get the best of her.—Ed.]

A prominent firm of wine growers at Mountain View, California, declares the opinion that California wine cannot be sold abroad because it contains too much alcohol and is too heavy for table use.

Editor Woman's Department:

Kat, tat! Do you hear my rapping. May I come in, or do you allow interlopers?

I'm not a railroader, and it is needless to say I've been reading the *Magazine*, for how would I have the audacity to ask for admission in your circle if I had not some assurance of admittance, and then I am fortunate enough to know a few of ye railroaders and they do not appear hostile to the friendship of outsiders. I do not want to find fault with the boys, far from it; but there are a few things I have observed I should like to mention.

Why is it boys, that you become so daring when on the road? Numberless times you place yourself in dangerous positions. Surely you do not think, and why not. Ah! again, do you think of the inner life. Do you realize this body of clay is the abode of the mind—of a soul? of that function which enables you to discriminate between right and wrong? Do you think of the dangers you risk your moral self when you turn aside in the path of life?

Ah! boys, stop and think. My acquaintance has been more with firemen than any other class of railroad men. I have met very few and heard of very few being addicted to drink. Let me congratulate you for that, boys; may the Almighty, who sees all things, still guide you. But, boys, why, oh why will you flirt? I do not mean waving the hand at one that gives a kindly greeting as the great iron horse rushes by. I mean why do you make love to a girl; why do you try to win her love, and having done so, cast it aside? I suppose you say when a girl is silly and foolish enough to believe all said to her, let her be fooled. Ah! you want to harden them, do you? In other words, you would have them "tough," and still you would not have the woman you take to protect and shield from the cruel world, your wife; you would not like to have that name applied to her. Beware, boys; some one might treat your sister (mayhap all you have in this world to love and care for you in the same cruel way. Now and then you find an old fashioned yet sweet, loving girl, who does not know the ways of the world; does not know when she is receiving attention from a man that would cause her ruin, and could such an individual be called a man? Hardly, for a true man could never act thus. So, boys, be a man in every sense of the word; in character, as well as in stature. Some men think if they lose their reputation for a good character they can build it up. But, beware; you may not be able to regain the friendship and esteem of friends once lost by one act which seems to you trivial, but to the offended a black scar will be left on the once thought unsullied name. "Friendship is like broken ware, it may be mended but the scar is still there." I might call this Alpha but it may be Omega. Alpha—Omega! Which shall it be?

[Let it be Alpha.—Ed.]

NEW YORK, February 16, 1890.

Editor Woman's Department:

I have just been reading the February *Magazine* for about two hours, and have again been disappointed at not seeing anything in it about Just in Time Lodge, No. 149. The Lodge is in a prosperous condition, and the members are as jolly a set of men as you will find in any Lodge. Although my husband does not attend the meetings very often, it is not his fault. He is very anxious to go, but he has a night run and can not get off. As this is my first attempt I will close with wishing the Brotherhood success.

I remain a Fireman's Wife. Mrs. J. H. C.

KEOKUK, IOWA, March 5th, 1890.

Editor Woman's Department:

Very recently the wives of the Brotherhoods of Locomotive Engineers and Firemen conducted a social and euchre party at the hall of these fraternal organizations, on Eighth and Main streets, which was largely attended. It was for purely social purposes, and not for money making. An informal programme of music and speaking was rendered, and choice refreshments served. It is the purpose of the ladies to organize auxiliary societies to those of the Brotherhoods, and a meeting for perfecting the organizations will probably be held in the near future. Now isn't that a good idea?

PRAIRIE DU CHIEN, WIS., February 4, 1890.

Editor Woman's Department:

Our editress has invited us all to express ourselves on "How to Manage a Husband," and I have accepted her invitation. I will say if he is a *man*, this one who has promised, to love, cherish and protect you, do not manage him, help him: be his companion not his master; let him find comfort in you: be a guard and guide for him, someone on whose bosom his head can lovingly and tenderly rest. Be his guardian angel, a quiet and guiding spirit, one that he can look to in joy or sadness. Shed an influence over him of which he is not aware: enthuse him with new life and energy by your presence, stand by his side through trials, fears, joy and tears, honor and blame. Be someone to keep him home, someone to watch for his coming with beating heart and cheerful smile. While he is wending his way homeward some night it makes the distance shorter when he thinks there is someone waiting his coming, who will have missed him so long was his stay. But you, sisters, you will be looking over the *Magazine* to find some new method of managing him. Will you, my friend, when the evening lamps are lighted and you come with noiseless step and nestle on a stool beside him, and gaze up to his face while he looks into those deep, tender eyes, which to him are so still and Saint-like, so like the stars, can you have the heart to hide from him the fact that you have been trying to manage him? Do not be a manager, be a soft, mellow light, shedding your radiance on his darker surroundings, and lighting up the darkest hours of his life's work. Make yourself worth loving: make virtue the price of your favor, and if he is a *man* he will need no managing.

Nora Bull.

HINTON, W. VA., February 8, 1890.

Editor Woman's Department:

With a sad and broken heart I will attempt to write a few lines for the *Magazine* in honor of Lodge No. 236. There is nothing that I can do since the death of my brother that gives me as much pleasure as reading his *Magazine* and going on the hill, where his precious body is laid and look down upon the sodded mound and say:

O! call my brother back to me,
I cannot stay alone,
My thoughts so often come to me,
Where is my brother gone?

His engine again is looking bright
Along this lonely track;
I care not how to keep its sight,
O, call my brother back.

He did not hear my voice unkind,
He may not come to me;
The face that once like spring time smiled
On earth no more I'll see.

And has he left his friends and flowers
And must I call in vain—
And through the long, long summer hours
Will he not come again?

When by myself and in my prayers
When all my wanderings o'er;
Oh, while my brother with me stayed
Would I had loved him more.

A rose bright, brief life of joy,
Such unto him was given.
Go, I must stay alone,
My brother is in heaven.

A Fireman's Friend, Ida Tyler.

LOUISVILLE, KY., February 6, 1890.

Editor Woman's Department:

I have been a reader of the *Firemen's Magazine* for some time and have never seen an item from Falls City Lodge, No. 103. Whether the boys are backward, or a little shy I can't say, but this I will say they need not be ashamed of their Lodge, for a finer set of men never lived. Of course my husband belongs, that is the reason I speak so freely about them. Now, boys brace up and let us hear from No. 103 once in a while.

Deacon, A Fire-boy's Wife.

ESCANABA, MICH., February 23, 1890.

Editor Woman's Department:

By the time this letter reaches the noble work termed the *Firemen's Magazine*, three months of the new year will have elapsed, bringing with it joys and blessings for the Brotherhood boys all over the land, and next for mothers, wives and families. Bound together as we all are by the self-same sympathies of hopes and fears, let us unite in lifting up our hearts to God who created us, and ask Him to bless the noble Brotherhood and take charge of our dear ones through the coming year. My husband is a member of Mineral King, No. 123, which I am proud to state has a membership of eighty or more, all in good standing. They are all active, energetic and generous brothers, ready to lend a helping hand in time of need. Much has been said and written concerning the Brotherhood. Now, the heart of every member should beat with pride to know he is one of the noble order. Mineral King Lodge is undoubtedly fortunate to possess such efficient officers. Their worthy Master, M. A. Harring, is a man to be proud of, and I hope the boys will profit by his good example. Next is their energetic and trustworthy man, J. F. Burns, the Secretary—well, he is envied by all the dudes of the city, because the ladies admire him so much. If he don't keep his eyes open some young lady will capture him and run away. Collector Quin, is a fine specimen of manhood and performs his duty creditably. He is a man about five feet and a half, weighs 225 pounds, and continually after the boys, who are never aware of his presence till they feel a gentle tip on the shoulder with a smiling how-de-do. J. Rogers, Receiver, a man who always meets his brothers with a kind and smiling face, as if making the best of every thing. He continually improves each moment in the interest of their cause. Last, but not least, comes the beauty, E. McLean. Well, the girls will give him a rest. He has taken unto himself one of mother Eve's daughters, and not seeing him lately, I have come to the conclusion he is out on the mountains.

I am sorry to have to chronicle the death of an esteemed member, L. Carney. He was liked by all who knew him. He died Tuesday morning, February 18, after a brief illness of three hours. He has worked in the employ of the N. W. a number of years and was a general favorite among them all. He was well known in Escanaba, having run a switch engine at different times. Words can not express the sympathy of his friends at his untimely death. How true that in the midst of life we are in death, and it is but a step from time to eternity. We should heed and take warning. Railroad boys especially should always be prepared in case of danger. Who knows the hour or manner of our death: none but God. You may start out in the morning in the full bloom of health and return in the cold embrace of death.

Wishing the railroad boys a long and happy life is the earnest request of a Fireman's wife.

Mary.

DENISON, TEXAS, February 2, 1890.

Editor Woman's Department:

I am a reader and well-wisher of the *Firemen's Magazine* and especially interested in Lodge No. 8. On Wednesday evening, February 5, the B. of L. E. boys and their ladies gave a social at their Lodge room. It was largely attended by the boys and their families and friends, and enjoyed by all. After an hour or two of social life, mingled with music and song was passed, a sumptuous lunch, consisting of good things, suitable for the occasion was served. But the happiest thought and brightest hope of our social is that not a breath of our brave boys was tainted with intoxicating liquors. This gives great pleasure to many of us when we recall the event of the evening. May we meet socially often is my sincere desire. While bestowing my best wishes on the B. of L. E.,

A Fireman's Wife.

Rev. Eliza Frye, of Wisconsin, recently preached thirty-two times in four weeks. Miss Fry is a Methodist, and is holding daily meetings in her church at Maiden Rock.

For Woman's Department:

THE DEAD PAST.

- "Let the dead past bury its dead,"
Though the grave be watered with tears.
And our hearts be torn with anguish—
Wrung with countless taunting fears.
Let us not, with mocking cadence,
Tell of passion and of strife;
But with loving words, whose radiance
Warms some frozen heart to life,
Strive to keep some weaker sister
From the gulf of black despair,
And by kindly deeds help others
To cheerfully their burden bear.
- "Let the dead past bury its dead,"
And resurrect it not,
Lest some unhallowed touch
Be laid upon the spot
Sore with bitter memories;
Haunted by an awakened conscience
Whose voice will not be still
By the fire of human passion,
Or the force of human will.
Like the raven at silent midnight
Still chants the sad refrain,
Till the tortured heart will break
'Neath the burden of its pain
- "Let the dead past bury its dead,"
Alike from good and evil eyes,
While from the ashes of our love
Will peace triumphant rise.
Then, when the fierce blasts of life's tempest
Have bowed our haughty heads o'er,
A calm content, like an angel of light,
Will dwell in our hearts evermore.
Gently, silently, close the golden casket.
That ever faithfully will hide
The struggle of good and evil
For mastery, side by side.
- "Let the dead past bury its dead,"
With solemn voice and slow
O'er the open grave a requiem sing
Enchantingly sweet and low.
For hearts by ceaseless passion rocked
Must beat on and on forever,
Till the Angel, Death, with pitying hand,
The silver cord shall sever.
And as the earthly tenement
Shall rest 'neath the daisy-starred sod,
The soul with its crown immortal
Will return to the giver, our God.

Vita.

HORNELLVILLE, February 10, 1890.

LONGVIEW, TEXAS, February 14, 1890.

Editor Woman's Department:

I have been reading your *Magazine* with growing interest for several months. My brother is a Fireman on the Texas & Pacific railroad, and has been for three or four years. I have often heard him speak of the Brotherhood, and of joining, but I never took such deep interest in the matter until my friends, Messrs. Watts & Oden, have been furnishing me with the *Magazine*. But now I shall urge him to join, for I think it is a noble Organization, and I believe God will prosper it. I see they are speaking of changing the name to that of Brotherhood of Enginemen; I think it would be a very appropriate name, for, after a fireman is promoted—or "set up," as they call it—they lose that name, and then engineman comes in very handy. I don't think it could have a more honorable name than it already bears. How often, when we are at home in our cozy, comfortable homes, which they have made for us by shoveling coal, and the rain is falling, how many of us think of the brave boys that are out on the road? Do we breathe a prayer for them? We should all ask ourselves that question and see if we can answer without blushing. With best wishes for all the Brotherhood men, and of Lone Star Lodge, No. 70, I sign myself
Annie L. R—.

KINDNESS.

Editor Woman's Department.

More hearts pine away in secret sorrow for want of kindness from those who should be their comforters, than from any other calamity in life. A word or two will make another one happy; must be wretches indeed if we do not give them.

There is nothing like kindness in this world; it is the very principle of love, and it should be encouraged in all our intercourse with our companions, not only in the home life among dear ones, but wherever we go we should not say a word or give the expression of the countenance, that will offend another. We are surrounded by sensitive beings, which a word or look even, might fill with sorrow. So many of us lose the chance of saying a kind word by waiting to weigh our words too long. Our impulses are too delicate for much handling. Speak kindly, whether it be to an honored guest, the servant girl, the gray haired, or the young. When we find ourselves far from home and loved ones, may some kind hearted being, by kind words and acts cause our hearts to thrill with gratitude. We never know how we love our friends or how good they are till they are gone. So we must praise them while we are with them and take every opportunity even at the sacrifice of our own pleasure, make them happy, knowing those that sacrifice most are the noblest, realizing how great are our blessings when properly accepted.

Hoping you will deem this worthy of space, with kind wishes from a fireman's wife.

OMAHA, NEB., February 28.

Mrs. G. N.

MCPIERSON, KAN., February 3, 1890.

Editor Woman's Department:

I am a regular reader of the *Magazine* from the first till last, and more especially the Woman's Department. Now, if this Department is set apart for ladies why do they not talk ladies' talk, and let boys and their Lodge alone? They will take care of the B. of L. F., and one thing sure, not ask our help. I do not know whether the "369" is progressive or not, let the boys talk for themselves. Now let me tell you how I wash my husband's over-clothes. I rub the dirt all out which is not so hard to do. I rinse all the dirty suds out, starch stiff and iron the seam in the middle of the leg. The starch makes them easier to wash next time and they do not get so dirty. Were I a man I should like to receive my clothes half-washed and not ironed. But I am proud to hand my husband a suit of clothes. Will some one please give me a receipt for a cheap but good white cake, for I am like Ella C. Fee—I watch my pennies. Each wife I think knows best how to manage her husband. Kind words, a pleasant, neat home do a great deal. I wish boys success, especially those that fire a scrap of paper and they will take care of the B. of L. F. for all it causes have success. I have already made my list too long, but if I am welcome I will come again.
A Fireman's Wife.

[Do so. We are always glad to get a sensible letter.—Ed.]

TORONTO, ONT., February 12, 1890.

Editor Woman's Department.

February's number of the *Magazine* has arrived. I have read it through (commencing at Woman's Department), and it strikes me here that I'll write a letter (such conceit, when it appears in the *Magazine* (that is if it ever does) my husband will be fully surprised. I like reading the letters very much indeed, K. B.'s especially, it is what the boys call "Bully." I read it to my husband and he enjoyed it every bit as much as I.

And that "Ghost Story" it really made me shudder (but then hubby says my reservoir was always full to my eyes, for I am sure it must be true (but of course) it seems so life like. Will any of the letters tell me how to make taffy—when I make it always goes to sugar, and I get quite discouraged. I am so fond of it, too (I mean the taffy). If any letter will kindly tell me "how" I will send an acknowledgment time a nice receipt for a pudding, that is if I come again. From a Fireman's Wife
R.

EAGLE BEND, MINN., February 11, 1890.

Editor Woman's Department:

I enclose a poem for the *Magazine*. Last night I received this month's number of the *Magazine*. You cannot imagine the pleasure it affords me to read it. I think it improves with each issue. I have been intending to write a letter to the Woman's Department so often lately, but time seems to fly. I barely have time to write to my relatives. It is a mystery to me how some women can do all the work where there are children and have plenty of leisure time besides. Perhaps it is because I am a poor house-keeper. I always try to make our little home look bright and cheerful by keeping it clean and tidy. I think that goes a long way in making it a happy home. I heartily agree with that gentleman over the border in regard to women being reasonably jealous of their husbands. I think that a woman who becomes jealous of her husband over such trifles is placing her own attractions at a very low level indeed. Some people think there is no true love without jealousy, but I know that is not true because I speak from experience. I notice that Mrs. Nellie Bloom's poems, which are always so good, have a sad, hopeless ring in them lately. I have often wondered if she really felt so herself, or just mere fancy to write in that strain. She must compose readily. I haven't composed one poem since that one which appeared in the December number. I received from Mr. and Mrs. Mailloux a lovely X-mas gift, which was a great surprise to me. Indeed, I must really stop writing to-night: as usual, it is late and I must rise early in the morning. With very best wishes, believe me.

Very sincerely yours,

A. B. M.

A WELCOME TO SPRING.

We welcome thy advent, oh, sweet, vernal spring.
Fresh hope to our hearts thy presence still brings.
As the snow melts like magic before thy sun's rays
So the gloom from our thoughts is dispelled and allayed.

Though the trees are still bare and the leaflets lie
We know soon the buds will burst forth and appear.
Undisturbed though the dead leaves have lain since
last fall.
From beneath them the grass will spring verdant and tall.

What pleasure awaits us! Enjoyment will be ours.
When inhaling the sweet fragrance of the beautiful flowers.
The birds already are warbling their songs
Of praise to Him to whom homage belongs.

If all nature rejoices, then why should not we?
'Tis a privilege God bestows on you and me;
so with songs of thanksgiving we'll join in the strain,
And bless the good Giver again and again.

Mrs. C. S. Miller.

LIVINGSTON, MONT., February 13, 1890.

Editor Woman's Department:

As this is my first attempt I hope it will find a little corner in your department. The *Magazine* has grown with the years. I have a few old *Magazines* from 1878. They are very small compared with the one of the present year, and is proof of the way the B. of L. F. is prospering. I hope to see them prosper and grow stronger every year, for it is a noble Order, and God will bless such a good cause as yours. You certainly should be proud of your motto, the grandest I ever read—"Benevolence, Sobriety and Industry." How many a poor mother, wife or sister have cause to bless you for the benevolent way in which they were remembered after their dear loved ones were laid to rest. Sobriety: ah! how many live up to your precious motto! Most of you, I am proud to say. There may be a few who just step in for a "friendly glass." Let it be your last as well as first, for the day at least. If you would stop one moment before you take the next, and think, I am sure there are a great many of you who would lay it aside and be satisfied with one; but you drink the second glass and forget yourself and all who depend on the clear eye and steady nerve which

you possess. Let Sobriety dance before your eyes in letters of fire. How many poor souls who were not prepared have gone to meet their God, hurled into eternity just through a "friendly glass." It is taken and given in your whole souled, friendly way. You never think of harm until it is too late; then you may well say, "Oh, God! why did I drink the accursed stuff?" But, too late; death in its most horrible form lies before you, and around on every side.

You are an industrious class of people. Even in your most leisure time you cannot leave the engine out of your mind; you think of it always. The most of the boys of 191 are a jolly, good crowd, and temperate. Could they have a better example of their motto than Tom Brown? There are several others who are staunch B. of L. F. men, but I'll not tell their names or they may become too vain. They showed good judgment in electing Jimmie Martin for their Master. I hope you will always study and think who is the most interested in the Lodge, and then you will prosper and be proud of your good judgment. I am greatly interested in the Lodge here, as it was my husband who first proposed to start a Lodge in this place. It was a wild enough place then (six years ago), as Mr. Sargent knows, for he came here to organize the little band. Of those who then belonged there are only three left, H. Mayhew, Tom Brown and Will Field: all the others have joined the B. of L. E.

With kind wishes, hoping to see you travel on in your loyal way, I am yours ever.

Mrs. Wm. T. Field.

MEDICINE HAT, NORTHWEST TERRITORY, CANADA,)
February 20, 1890.)*Editor Woman's Department:*

We receive your interesting *Magazine* every month, but I never see anything from Medicine Hat, so I thought I would write a few lines. This is a nice little town; it is surrounded by hills, and the Saskatchewan river flows through it. There is a fine iron bridge crossing the river, built by the Canadian Pacific Railway company. Their road runs through here. We are 600 miles from Winnipeg, and two or three days traveling would bring us to the Pacific coast. We have four churches, a fine brick school house, and a large stone hospital. The brick is made here and the stone is plentiful around here. There are some very nice private houses and stores. We have an Agricultural Society, and have had two or three annual fairs. We have not very many farmers yet, but they keep coming. There is a German settlement about thirty miles from here. The people have formed a Board of Trade, and are thinking about incorporating the town. Not many of the people are opposed to it, so it is not a bad town. Seven years ago it only had a few tents; now it has about 800 inhabitants. The Firemen have a Lodge here, and gave their first annual ball on New Year's Eve. The hall was nicely decorated with evergreens, headlights, shovels and brakes, and all fixed up with bunting, so that it looked very nice, and every one said it was a grand success. I will now stop, and if I see this in print I may try again. It will surprise the boys; they will wonder who would write from here.

A Well Wisher.

PORFIERO DIAZ, MEXICO, February 13, 1890.

Editor Woman's Department:

I have noticed in reading the *Firemen's Magazine* letters from most all Lodges in the United States and Canada and thinking some one would like to hear something from 308, the only Fireman's Lodge in Mexico, I ask for a small place in your columns.

We are so completely shut out from all the world and society here in Mexico that we have become very timid and bashful and nothing would help us more than to see our first letter in print.

Our Lodge is still very young, it was organized April 18, 1889. We have twenty members in good standing, and several applications for membership. No doubt some of the many readers will laugh when they hear our Lodge room is built of mud and hay, with grass for the roof and the floor of Mother Earth.

The members are a jolly set of boys all single, but

it's not all our fault, and I will say right here that if Brown Eyes, of Bowling Green, Ky., did not get her fireman for a Xmas present and still insists on having a fireman, she can come to Mexico and if she is not a fireman's wife it will be because she says "No" when asked to fill that position, and I will say for inducement she can have her pick of most all. "The writer" has a previous engagement which prevents.

We all enjoy the Woman's Department and would not see it crowded out, for as we read the cheerful words of some fireman's mother or sister our thoughts turn fondly to our mother or sister who we know prays day and night for the safety of her son or brother. And some of us think of that one fair face and that fond farewell when we left with a promise to soon return. Will that promise be fulfilled? By some, yes; while others will meet their death in some awful wreck, but mother's prayers will help us even then.

A good many of the members of 308 are on the right hand side but they still remember when they only looked longingly in that direction and are ever ready with a helping hand to the less fortunate.

This road is 283 miles long, reaching from Porfiero Diaz to Torreon where it connects with the Mexican Central. It will soon be extended to Durango, a distance of about 160 miles.

As this is my first attempt I will not tire my readers "should it have the good luck to be printed." But if the readers care to know more of 308 and Mexico I will be happy to write again.

Like the Bro. from Missoula, Mont., I also say give the Woman's Department more room for I am proud of woman's friendship and advise. Were some of the brothers debarred from ladies' society as we are here in Mexico they would be but too glad to allow them their rights, for did man listen oftener to woman's counsel and advise it would save lots of bloodshed and sorrow. With best wishes for the Woman's Department and B. L. F., I remain

"In Mexico."

[We hope our correspondent will come again and tell us something of life in Mexico.—Ed.]

For Woman's Department.

MY MOTHER.

As I sit here in the gloaming, thinking of by gone, happy days,
My thoughts turn back to childhood and to the one who lays
In that lonely churchyard yonder many hundred miles away.

She passed away when I was but a child, knowing
Naught of mother's love.
The love of a mother's smile,
How her poor heart ached ne'er can be told
When she knew she would have to leave her children in this world so drear and cold.

In childhood sorrow must soon depart and we soon forget our trouble,
Or seem to in the lightness of our heart,
But in after years 'tis then we think of the dear ones, from whom we had to part
In our early childhood days.

Oft times when I have been on a hard run and returned tired and weak,
Returned to a cold and lonesome room with no loved one there to greet,
'Tis then I think of my mother dear who in that lonely churchyard sleeps.

Though it has been many years, dear mother, since you left us, your memory still we love,
And hope to make our life such that we can meet you in heaven above,
Where there will be no more parting in that glorious land of love.

MISSOULA, MONT., February 7.

NEW HAVEN, CONN., March 1, 1891

[Dedicated to Joseph H. Osmond, a member of No. 285, B. of L. F., by his sincere friend, Louis Gaffney Flannigan.]

Over hills and through valleys green,
By the mountain and the river side.
In the cab of his favorite engine
Does this brave young fireman ride.
He whistles a song of joy and peace
With a thought of mother and sister dear
He attends to his duty with a willing hand
And a cheery word from his engineer.
He speeds along as the north winds blow,
His cares and his sorrows are few,
For he is an honest fireman

And his best he tries to do.
With a noble heart and a sturdy frame
And a smile on his sunburnt face
I would rather grasp his toil stained hand
Than a king's, were it in its place.

Dear friend may you ever be happy
Nor know the depths of sorrow and distress
May God watch over and guard each day
The lad who "fires" the fast express.
In the long chain of memory and friendship
You are a link, Joe, I will hold most dear.
When you have made your last trip on this earth
May the golden beams of heaven shine on you clear.

WABASH, February 11, 1891

Editor Woman's Department:

I have heard a great many men ask, "What a model wife?" I hope a few may cast an eye these and see if they are right:

A model wife is the woman in whom the heart her husband doth safely trust and find rest. She makes friends and keeps them. She is the woman who looks after his household and makes her home a delight to him, and not a burden. Who learned that a soft answer turneth away wrath? Who keeps her sweetest smiles and loving words for her husband. Who is his confidant in sorrow or grief, and who does not feel the necessity of plaining her private affairs to her neighbors. Who is sympathetic in joy or in grief, and who finds work for her hands to do. Who is not made bitter by trouble, but, rather, strengthens and sweetens over it. Who knows that the strongest argument for her womanliness, and so cultivates it. Who respects the rights of her husband and children, and in return has due regard paid to her. Who tries to conceal the faults of her husband, rather than blast them forth to an uninterested public. The woman whose life-book has love written on every page. Who makes home for a man a home that he is proud of; a home that is full of love, presided over by a woman whose price is above rubles, and who, in this home, will always with a loving heart and a sweet welcome her husband at the door. And, if a man has such a wife, let him in return do and likewise to the end. She is a model wife.

Respectfully, Mrs. A. Little

LAWS FOR WOMEN.

Four women of prominence in literary and professional life, whose names would be familiar to most of my readers, have been compelled to apply to the courts for protection against their husbands who would have robbed them of their earnings while they were charged with the maintenance and education of the children. The impetuous education of wives, not alone among those whose husbands are men of small incomes, but among many whose means are ample, is one of the most fruitful sources of restlessness and unhappiness in married life. It is one of the underlying causes of frequent divorce. Only six of the United States allow a married woman to be an equal owner and guardian of the children with their father. In all other States the father is their sole owner and guardian. If a mother has no ownership in her little child she wins in the valley of death, at the risk of her own life, she is indeed pauperized, most abject, and wretched. Ah, if men were not, in most instances, better than the laws they have made for women, the world would be pandemonium itself.

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

A QUESTION OF PRIVILEGE.

"Words fitly spoken are like apples of gold in pictures of silver."

Possibly "words fitly spoken" are words timely and honestly spoken. Like a motion to adjourn, it is always in order to make words as precious, if not as pretty, as "apples of gold in pictures of silver."

We readily concede that there are members of our Brotherhood as of all other Brotherhoods who have crude conceptions of the duties, labors, anxieties and responsibilities of an editor. Nor do we hesitate to aver that their conceptions of the purposes of publishing a *Magazine*, an official organ of the order, are not a whit more lucid. And it is a stubborn fact that those who know the *least* about such matters are the most vociferous in their assumptions of knowledge. It has been written that

"The truest characters of ignorance
Are vanity and pride and arrogance."

This is our experience as editor of the *Magazine*. Such persons, fortunately, are *not* in the majority. More fortunately still, they constitute a *small minority*. But, unfortunately, they are noisy to a degree that makes life a burden. But their voices though attuned to hugag, horsefiddle and saw filing melody, could be borne with some degree of serenity, were it not for the fact that in numerous instances they are studiously discourteous, unjust and often malignant and venomous. They seem to think that the editor of the *Magazine* should be made to answer the same purpose as a "punching-bag," used by prize ring fighters when practicing for a fistic tournament, to be pounded, maligned and insulted *ad libitum*, because in their opinion he has been elected for that purpose, and is paid to take the knocks and be silent.

They seem to be wedded to the theory that it is the imperative duty of the editor to transform the *Magazine* into a slop-bucket for the reception of their malign excretions, as also a sewer to conduct them to the lodges

and to the outside world, and that the editor has no right to disinfest them or modify their objectionable character that the harm intended may be reduced to the minimum. And, forsooth, if such liberty is taken by the editor "for the good of the order," in the name of etymology and syntax; in the name of truth and decency; in the name of all things of good report among men and angels; in the name of the living and of the dead; in the name of logic and law; in the name of high endeavor and noble ambition, which have been the glory of the Brotherhood, then it is in order to pounce upon the editor with beak, and claw and fang, transform the editor's *sancium* into a slaughter house or a dissecting room and prepare the victim to be experimented upon, as a penalty for ceaseless guardianship of the character of the Brotherhood and the good name of the *Magazine*. These knights of scalpel letters, are never more delighted than when they, soliloquizing, say: "this letter will wake the editor up," and they are seldom less happy than when success has crowned their efforts. Like the esculent in the gutter, they exclaim: "How we potatoes swim," or, like the blue-tailed fly on the chariot wheel, they cry out, "see what a dust we kick up." But their felicity is short lived. The editor, exercising his prerogative neutralizes the venom of their sting, and then to say they are "miserable," but feebly express their mental condition.

But let it be understood that in the performance of such duties, in responding to such obligations to the Order, which cannot be avoided without flagrant disloyalty to the Brotherhood, the editor experiences only profound regret that such painful necessities arise. To defend the Order from outside foes is a task cheerfully performed: to be the target for the shafts of enmity and malice, aimed by men not of our household of faith arouses all our latent energies and intensifies defiance, but to be the victim of aspersions, nursed and warmed into life by Brotherhood (?) men is an affliction which ought not to be borne.

We owe the Brotherhood of Locomotive Firemen nothing under heaven but our good will, and that it has had, has now and will continue to have, in spite of the ungenerous few, who would rather "reign in hell than serve in Heaven." Men (?) who esteem it a right as well as a privilege to "knock down and drag out" in the interest of "harmony" and "good feeling," who professedly deplore wrong, and yet are hand in glove with those who perpetrate wrongs, and permit no opportunity to pass unimproved to belabor the editor of the *Magazine*, who, to the extent of his ability, has sought to gain victories for the Brotherhood. This being true, the pages of the *Magazine* being our witness, we claim, in all modesty and justice, that we have a

right to be judged by our work; that in simple fair play we have a right to claim exemption from the ceaseless attacks, direct and by innuendo, of a class of men who, for years, in convention and out of convention, in lodges and out of lodges, everywhere in highways and byways have carried the titles of "kickers," "croakers," "fault finders" and all because their natures were understood and appreciated, and because the good common sense of the Brotherhood consigned them to back seats in the synagogue.

We have said that we owe the Brotherhood nothing but good will. Official position in the Brotherhood we have never sought. It came unasked and unsought. When the Brotherhood had the means it paid us, and for the pay, it received honest work. In this, obligations are "easy." There are no balances to be adjusted.

We can live without the Order. The Order can live without our services. Again the books balance.

If it is desired to have an editor of the *Magazine* who has no opinions of his own, or, if he has opinions is too cowardly to express them, or too ignorant to put them in shape without creating a universal guffaw the Brotherhood can make the selection without the slightest embarrassment from any consideration of our position. There are men who seek to be editor. *We do not.* There are men who seek to be Grand Secretary and Treasurer. *We do not.*

As editor of the *Magazine*, let the books speak for us. As Grand Secretary and Treasurer, let the books speak for us. If improvements are desired in these departments of the Brotherhood's affairs let the Brotherhood make them.

No dollar of the Brotherhood's money has been stolen or misappropriated. The millions have come and gone, and the accounts challenge the most searching scrutiny.

The *Magazine* has fought a hundred battles for the Brotherhood and not *one* against it. Things are in excellent shape for a change. Let it come. No crape will hang upon our door knob, no corpse will be found in our dwelling, and the songs that we shall sing or whistle will not be dirges over blasted hopes or disappointed ambitions.

THE *Locomotive Firemen's Magazine* for 1890 is out with a new dress and a new cloak. The *Firemen's Magazine* never follows—it leads. It never does anything because some one else has, or because it hasn't. When an improvement is suggested, and, on investigation, looks well, it is adopted. Every New Year's since we have known it, it has come out in a new cover, and we think the last the handsomest and best. It is plain and business-like. The *Magazine* has 100 pages—and there is something worth reading on them.—*Locomotive Engineer.*

FINANCIAL AND INSURANCE INTERESTS.

The frequent allusions made by correspondents of the *Magazine* to the "decay" of the Order, to "retrograde" movements, to "hero worship," to the outrages perpetrated by the Grand Officers in "inaugurating federation," &c., &c., *ad libitum* and *ad nauseam*, must certainly have prepared the mental appetites of the readers of the *Magazine* for food better calculated to make healthy blood and stronger muscles.

This being our view of the subject, we propose giving some figures showing that the Brotherhood of Locomotive Firemen has the cheapest and best insurance system of any of the Brotherhoods of Railway employes.

It has often been urged, in opposition to the mutual insurance plan, that it was inherently weak and unreliable, and necessarily so, because totally dependent upon the *whim*, the *option* of the men holding policies to pay or not, as they might choose, when assessed. Manifestly, there is much in the statements worthy of consideration, and to the credit of the B. of L. F. it should be said that the matters involved were not permitted to pass unnoticed, and at the Atlanta Convention received attention.

The plan of insurance adopted at the Atlanta Convention absolutely silenced the question of optional payment of assessments for the payment of insurance policies. The plan adopted went into effect on the 1st day of February, 1889, and on the 1st day of February, 1890, had been in operation one year.

On the 1st day of February, 1889, every member of the Brotherhood held an insurance policy for \$1,500, and was required on, or before that day to pay to the Collector of his Lodge his quarterly dues, in advance, \$4.00 of which was to stand to his credit for the payment of assessments for the quarter ending April 30, and if the said amount was not paid in, on or before the first day of each quarter, then the member so delinquent, by the operation of the law, stood expelled from the Order. There were no dead-heads; no delinquents in the Order. It was not enough to say that if the member did not pay he rendered his policy void, but he went out of the Order—was no longer a member, and was cut off from all the benefits which membership secures.

Under such circumstances all questions previously arising as to whether members insured *would pay* are silenced. On the 1st of February all members insured *had paid*: the money was on hand, was ready to pay claims when any member died or became entitled to the amount of his policy. And what was incumbent on the 1st day of February was as absolutely required on the 1st days of May, August and November.

As a result, all doubts relating to the pay-

ment of policies certainly and promptly were eliminated. Every member who paid realized if he died, was killed or disabled, that his money was secure. It was a business proposition about which he had a right to feel secure. It involved the comfort and happiness of wife and children, dependent parents or sister. A proposition separate and apart from sympathy, fraternal condolence and brotherly acts which spring from association and fraternal regard and attest the nobility of human nature.

Having said this much we are prepared to furnish an exhibit of how the insurance

plan inaugurated by the Atlanta Convention in 1888, and which took effect February 1st, 1889, has worked.

We are also in a position to compare results with the operations of the insurance methods of the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen; and the comparisons we make, being drawn from official sources in every instance, show that the insurance of the B. of L. F. is the cheapest, and as for safety and certainty we cheerfully challenge comparison with any other plan.

EXHIBIT.

Showing the amount of Monthly Assessments made by the Brotherhoods of Locomotive Engineers, Locomotive Firemen, and the Brotherhood of Railroad Trainmen, for twelve months, beginning February 1, 1889, and ending January 31, 1890:

NAME OF ORDER.	MONTHLY ASSESSMENTS.											
	1889											1890
	February	March	April	May	June	July	August	September	October	November	December	January
Policy \$1,500, Locomotive Firemen .	\$2 00	\$2 00	..	\$2 00	\$2 00	..	\$2 00	\$2 00	..	\$2 00	\$2 00	..
Policy \$1,500, Locomotive Engineers	3 00	3 00	2 00	3 00	1 50	2 00	1 50	1 50	1 50	2 50	2 00	3 00
Policy \$1,000, Railroad Trainmen . .	2 00	2 00	2 00	2 00	1 00	2 00	1 00	2 00	1 00	2 00	2 00	2 00
												Total
												\$16 00
												26 50
												21 00

The exhibit, analyzed, shows that for the year named it cost a member of the B. of L. F. carrying an insurance policy for \$1,500, \$10.50, or 65.6 per cent. more than it cost a member of the B. of L. F. to carry a policy for the same amount. Or, a member of the B. of L. F. paid for carrying a policy of \$1,500 an amount which in the B. of L. F. would have carried a policy of \$2,484.

It is seen that a member of the B. of R. T. paid \$21.00 to carry a policy of \$1,000, which shows if the Trainman had carried a policy of \$1,500 it would have cost him \$31.50, or \$10.50 more than a Fireman paid to carry a policy of \$1,500.

Such figures cannot fail to satisfy members of the B. of L. F. that in the matter of insurance they have a plan that it would be difficult to improve upon. It is cheap, it is safe, it is business like. It challenges criticism, and the unfortunate men who suffer from defective eyesight, physical and mental, who croak of "symptoms," "decay," "hero worship," and "retrograde" movements, ought to be able to see that the Brotherhood, which causes them so much painful solicitude, is in a highly prosperous condition, financially, and that should they be required to join the silent majority their lives would receive the amount of their policies beyond a peradventure.

ANONYMOUS COMMUNICATIONS.

A number of communications, personals, verses, etc., are dropped into the waste basket every day because the *real name* of the writer is withheld. Remember that we publish nothing of an anonymous character. The writer's name must *invariably* be given, not for publication necessarily, but as a guarantee of good faith. The office basket is wide open for all anonymous communications and—don't forget it.

J. N. GALBRAITH, Esq., Superintendent of the Mexican National Railway, located at Laredo, Texas, is rapidly acquiring fame as a railroad official of large abilities and superior merit. Not only does he know how to manipulate the company's affairs to the best possible advantage, but he has a generous appreciation of the rights of the men in his employ and as a result there is mutual confidence and respect and the interests of the company are zealously guarded and promoted. Our Vice Grand Master, Bro. J. J. Hannahan, had occasion to meet Mr. Galbraith not long since and the interview was fruitful of the best of feelings. Mr. Galbraith expressed himself as being thoroughly in sympathy with the expressed purposes of the Brotherhood and it is safe to say that if our members in his employ live up to the teachings of the Order they will find in him a true and steadfast friend.

JOHN LIVINGSTON.

It is difficult to write of John Livingston as his acts and devices deserve.

It is difficult to compare John Livingston to any other specimen of animated nature.

John Livingston is a nondescript, *sui generis*. He has numerous traits, not one of which is manly. In this he differs from all the lower orders of mankind yet discovered on continent or island. He is viler than a Hottentot, more disgusting than a digger Indian. It would be a compliment to compare him to a gorilla, an orang-outang, a baboon, or any of the monkey tribe. We would not call him a dog, though he possesses some of the traits of a hound and of curs of low degree; nor is he a hog, though he has some of the scavenger traits of that animal. The American hog is valuable, particularly when dead, but, if John Livingston has any value alive or dead, we are totally oblivious of the fact. He is noisy, so is a jackass. He is venomous, the same is true of a rattle snake. He lives in a house and so do blue-tailed flies that contaminate everything they touch, until the demand is to exterminate them, just as there is a demand to exterminate the insect known as John Livingston.

We sympathize with the Inter-State Commerce Commission. The learned and dignified gentlemen composing that body, however, profoundly schooled in the philosophy of patience, must, at times, most devoutly pray to be delivered from such a compound of a rogue and rodent, wind and water as John Livingston.

This malodorous creature, has all along pretended that he is President of "the Railway Shareholders' Association," and he has played the fraud with the skill of a three card monte thief or a bunko steerer. No thimble-rigger ever played his deceptions more adroitly. He has imposed himself upon Senators Regan and Cullom and the Inter-State Commission and made them believe he was President of an association of railway shareholders, and has sent out printed copies of letters purporting to have been written by Messrs. Regan and Cullom, and which, whether forgeries or genuine, reflect precious little credit upon the writers.

But the point we make is this: that John Livingston is a brazen fraud. Let us see.

The "Railway Shareholders' Association" of which he claims to be president, is a myth; no such association exists, or ever did exist. It is a creation of John Livingston from behind which he has been keeping up a continuous fusillade at the Inter-State Commission, Senators, railways and railway employes for months past. This rogue, this impecunious rascal, this vagabond attorney and pestiferous pimp and shyster, in the name of law, has formulated all sorts of

charges and filed them for the consideration of the Inter-State Commission, ostensibly for the purpose of preventing railway corporations from exercising the right of permitting their employes to ride without charge, or at reduced fare on their railroads. In all of this, John Livingston has had but one purpose in view. As we have said, the Railway Shareholders' Association, of which he claims to be President is a fraud; a vulgar deception; a cunning device, well calculated to give the knave some standing court, and aid him in carrying out his swindling, blackmailing scheme.

There being no Railway Shareholders' Association in existence, no railway shareholder having complained, because a railway employe rode free on the trains, the whole thing being the concoction of a brazen scamp, we are forced to look about for the purpose of ascertaining in what way John Livingston, the cheat and sharp, expected to make money out of his dishonesty. No railway shareholder paid him, the railway corporations spurned him, and the Inter-State Commission must have regarded him with unmitigated contempt, and still, the impudent fellow pursued his railway employes as President of the Railway Shareholders' Association. Now comes the denouement.

Having formulated and filed all sorts of charges, as bogus President of a bogus association, and having had the same printed in the most improved and imposing style in legal documents, and having sent them to all the Divisions of Locomotive Engineers indicating that very valuable privilege were in danger, he is ready for business. He now proposes to bleed every Division of Locomotive Engineers to the tune of \$10 the following letter forwarded to us from Louisville, Ky., fully shows. If he could bleed all the Divisions of the Brotherhood of Locomotive Engineers \$10 each, he would pocket something over \$4,000. He went to Washington in the interest of the men whom he has sought to injure, and wants them to pay him for services which he proposes to render them in having the Inter-State law so amended that in the future they may ride free on railroad trains and the following is a copy of his letter in which the shyster gives himself and scheme away:

THE RAILWAY SHAREHOLDERS' ASSOCIATION
OFFICE OF THE PRESIDENT.

Direct Letters to)
JOHN LIVINGSTON, Pres., }
P. O. Box 2566, N. Y. } NEW YORK, Jan 21
PERSONAL.

Thomas Grady, C. E. :

DEAR SIR: Referring to the enclosed letter to say that your Division can secure my services as legislative counsel to promote the passage of amendment suggested by the Inter-State Commerce Commission for conferring the right to permit

members of the families of railroad employes to ride free or at reduced rates by remitting to me a fee of ten dollars, that being estimated as the fair proportion from Division No. 78 of the aggregate required for attendance at Washington, preparing, printing, circulating and presenting petitions, addresses, arguments, and briefs, and for the numerous other legitimate services and expenses in the matter.

Upon hearing from you the work will be undertaken and my best efforts devoted to carrying out your wishes.

Kindly make any suggestions desired and notify me of your views, and oblige.

Yours very respectfully,

JOHN LIVINGSTON.

We do not presume that the entire Brotherhood of Locomotive Engineers, would give him so much as *one cent* for his services, even if bond and security were furnished that John Livingston would not betray the interests of the Brotherhood, but considering John Livingston's character and methods, no amount of bonds would furnish assurances that after pocketing the money demanded, he would not, for more money, work for the other side, if there were another side to work for.

Taken all in all, John Livingston, the bogus President of a bogus association, is richly entitled to the detestation of railway employes, and of all honorable men.

WHISKERS.

Sultan and Slave.

We have on several occasions referred to the work of degradation going forward on the Philadelphia and Reading Railroad, nor have we omitted to notice the decree of Corbin, who aspires to irrevocable infamy by his autocratic rule relating to whiskers and closely buttoned coats.

The reader may desire to have as clear a comprehension of the subject as possible, and we therefore give a few extracts from newspapers printed in the Russianized dominion of Corbin. The *Easton Daily Argus* of January 9th says:

The tyrannical P. and R. railroad company has notified its baggagemasters and brakemen that they must shave off their beards at once. One of the brakemen quit the road and raised a sensation. On Supt. Bonzano's division, brakeman Wm. H. Welsh, on duty for six years, refused to take off his fine beard because he said he had throat troubles. He said he'd see Bonzano elsewhere before he'd do it. Bonzano directed Welsh to obey orders as others had done, and Welsh resigned. He says another foolish order is that compelling all coats to be buttoned up closely. This applies to all seasons, hot or cold.

A number of brakemen have already shaved off their beards. Baggagemasters are following suit. Others are still considering whether to sacrifice their beards or quit the company's service.

The brakemen and baggagemasters are at a loss to understand why they should be singled out in this "whisker order." It is said that there are several whiskered conductors and many bosses, high and low, on the road, but they have not received orders to visit the barber.

Another Philadelphia paper remarks:

The Reading must be a very windy road, or is the wind in the management! Certainly no railroad ever issued a more ridiculous order than the edict of the Reading to its brakemen and baggagemen,

against the wearing of beards. It was sent out about a year ago and only partially obeyed, but is now being enforced. A number of the men very naturally have resigned. This is only one of the many trifling orders that have been sent out from Superintendent Bonzano's office. Every train man has been ordered to keep his jacket buttoned at all times on the road. This order is imperative and has no relation to the weather whatever. The thermometer may be below zero or 100 degrees above, but the coat must be buttoned just the same.

That is the kind of literature which is issued along the line for the purpose of letting American workingmen comprehend the full meaning of the terms, "serf" or "slave," and to enable them to contrast them with such words as "freedom," "liberty," "independence," and the like words which once were dearer to Americans than life, dearer than home or kindred, but which are becoming obsolete now, meaningless, and no where more so than in Pennsylvania a proud state once, but now, a tract of country, than which, Stanley in his march across the dark continent of Africa, found no land where the nations were subjected to greater degradation—aye, all things considered, he found no tribe of savages required to submit to greater humiliations than have befallen Corbin's slaves.

The order is "shave," and off come the whiskers. The order is "button your coat," and it is buttoned, though the poor spineless victim, with less courage than a mosquito or a gnat, suffers by obedience. Thank God there were a "number of the men who resigned" rather than longer wear Corbin's collar. Here is the full text of a dispatch from Reading, Pa., under date of January 13.

The employes of a corporation have probably never been greeted by a stranger's order than that which has just been issued to the trainmen of the Reading railroad. The order is signed by Supt. Bonzano of the Bound Brook division, and is directed to baggage men, brakemen and conductors, who on the Reading system number probably 1000.

In effect it directs those who wear whiskers of any kind whatever to get rid of them by shaving them off.

Travelers on the Reading railroad, especially on the Bound Brook division, will recall the whiskered and bearded employes who are on duty on the trains. Many of these men have been on the road for many years, and a number have grown very luxuriant beards, whiskers and flowing burnisides. Several have hirsute adornments to their chin from five to eight inches in length, giving them a clerical appearance.

Now the orders are that they will have to come off.

There are probably 150 men who have whiskers, and a majority have already complied with the order.

Moustaches are allowed to stand, they, in the opinion of the company's officials, improving the appearance of the men.

Several officials who were interviewed stated that in their opinion whiskers were a useless personal adornment, not adding to a man's appearance and detracting from his usefulness as a railroader.

The best equipped roads, they say, only employ young men. Some of the men with long straggling whiskers, they say, look prematurely old, and that they do not stand in as much favor with the traveling public as clean-shaven, spruce and dandy moustached young men.

Ladies, they say, as a rule, object to be shown personal attentions by a railroad man with a beard like that of a patriarch. For these and other reasons, among them that the best railroads in the country

now employ neat-looking, clean-shaven conductors and brakemen, the order was issued, probably the first of the kind in the country.

The men are organized into orders of conductors and brakemen, and the new order has been variously discussed at their meetings, but no action as a body has been taken. A majority have already complied with the order, and now appear on duty clean-shaven and sprightly, with their moustaches wax-ended and wearing a generally better appearance than with their former long beards.

Several of the men who refused to comply with the order have been discharged.

One man told the officials that he does not intend shaving off his beard so long as President Corbin wears his, and that if such an order of things was intended to be inaugurated let the president take the initiative.

That man is no longer on duty.

As a general rule the men are taking very kindly to the order, and at many points along the line it has created a great deal of amusement. Old travelers often imagine that some of their friends are no longer on duty when they see railroaders with strange faces passing through the cars, and it was only upon being introduced or spoken to that they recognized old acquaintances.

The railroaders complain that the order is a hardship, because many of them wear a beard to protect their throats, and that it offered them a warmth around the neck.

One man who took off a long, luxuriant beard and chin whiskers caught the "grip," and is now very low with pneumonia.

The officials say that they have a right to say how their employes shall appear on the trains, and that men with long beards sometimes appear on duty not at all clean. The straggling hair is apt to catch dirt and dust, which settles on their clothing, and if they are habitual tobacco chewers the beard may be positively filthy.

The order contemplates that the men shall shave not less than twice a week, and also says that they shall keep their coats closely buttoned to the neck, and their clothing well brushed.

The Reading will soon have the dandiest set of railroad men in the United States.

The foregoing states the question fully and the reader will have no difficulty in comprehending the situation.

The point that Corbin makes, is stated as follows:

"The officials say that they have a right to say how their employes shall appear on the trains."

The term "appear" is the one that involves everything in the controversy. There may be those who will contend, if an employé concedes anything he concedes all, and hence that autocrat Corbin is sustained.

Suppose that Corbin says the conductors, brakemen and baggagemen on the P. & R. shall wear clothes of a certain color, regulation buttons and cups to match? That is a mere matter of taste involving no principle, and interfering with no natural right, subjects no man to inconvenience. It is not humiliating, it imperils neither life, health or limb. It applies only when an employé is on duty. It does not interfere with any natural, political, social or religious right. In a word, it does not touch the man as God made him. It is a mere regulation about which no grievance was ever formulated or presented.

But when the order is issued by Autocrat Corbin that his employes shall wear their coats always buttoned close to their chins,

regardless of times and seasons, regardless of health, comfort and convenience, his order should be resisted to the last.

The employé should be left to decide for himself when he will button or unbutton his coat. He should be left in such a matter to use his discretion and consult his health, comfort and convenience.

To issue an order that a railroad employé shall at all times and under all circumstances when on duty, have his coat buttoned up close to his chin, appears to all rational men as a *whim*, a mere matter of *caprice*, and it is just in this that the unspeakable meanness of the order appears. Austin Corbin, the vulgar villain, the monumental knave, the implacable enemy of workmen, growing in pride and pomp in proportion as he has been successful in his finances, conceives the idea that his slaves will appear still more like slaves and that he will be more exalted in the estimation of the cringing herd, if he can compel them to appear on parade with their coats closely buttoned to their chins. It is the whim of an autocrat, and autocrats have been renowned for such crotchets. They amuse the *court*, the *royal family*, the nobility, and when the stockholders and the bond holders of the P. & R. see to what extent Corbin has subjugated his employes, they may cry, "Long live the King."

But Corbin, not content with the "Buttoned Coat" order to regulate the *appearance* of his serfs, decrees that they shall shave off their whiskers.

When a poor devil, for any crime known to the code, is deprived of his liberty and sent to the penitentiary, he not only *appears* in regulation stripes, but has his whiskers removed and one-half of the hair on his head removed. A murderer, a rapist, a burglar, a footpad, a bigamist, a sneak thief, or any other sort of a felon—the warden of the prison issues his orders, and the convict has no choice; he simply submits. The warden of the prison, like Corbin to his employes, says he has "a right to say how his felons shall appear."

Autocrat Corbin sees no difference between a felon and an employé. He scouts the idea that an employé has any more right to wear beard than a convict or a slave, and orders them to shave. It is an autocratic whim, but it pleases the tyrant. His slaves look better, and as they have no rights that he is under any obligations to respect, the penalty of disobedience is exile and idleness.

And here we have the declaration that
"As a general rule the men are taking very kindly to the order, and at many points along the line it has created a great deal of amusement."

That announcement is, if possible, more humiliating than Corbin's decree. It shows

to what an alarming degree the work of degradation on the Reading has proceeded. The poor creatures take to tyranny *kindly*, and are *amused* as they crawl in the dirt and lick the boots that trample upon them. They sink to fathomless depths of degradation and laugh as they sink.

An esteemed friend, a member of the B. of L. E., a railroad employé, a man who abhors the semblance of tyranny, and who would welcome a fiery furnace rather than surrender a right, writes us, under date of January 13, 1890, as follows:

"I send you enclosed a subject for your matchless invective. I know you have handled the matter in the most torturing way with your pen on previous occasions, yet you are like a living spring. I never supposed outside the ranks of an army that such edicts ever issued. If America is coming to this in this generation what will a later day develop?"

Our friend is familiar with the maxim, "Like King, like people."

Corbin first struck at labor organizations and demolished them on the Reading. The employés submitted. In that Corbin gained a victory of far-reaching consequence. Then 15,000 railroad employes and 20,000 miners fell upon their faces prostrate at the feet of Corbin. Courage, independence, self respect, all—everything that distinguishes a freeman from a slave was swept away—and in slave times, in the "black belt" of the Union, in the days of block and pen and lash, there were not 35,000 slaves more abject, more degraded than Corbin's slaves. They dared not assert a right nor make a complaint. Conquered, degraded, they accepted fetters and collars, and from that day to this they have been sinking lower and still lower in the scale. As a result Corbin has grown more and more autocratic. Humiliations have accumulated until the order to shave has come, and his men "take very kindly to the order." It *amuses* them. When the order is issued to brand them they will take "very kindly" to that; when the order is issued to wear *anklets* and *wristlets* and *necklets* with bells, they will take "very kindly" to that; and when Corbin decrees to use the lash on their bare backs they will take "very kindly" to that. Why not? It is in the line of degradation. As one poor devil sees another poor devil whipped will it not be very *amusing*? In portions of Africa execution day is a gala day; a day of frolic and festivities. Why not in Corbin's Russianized dominion, where 35,000 free, enlightened, christian, American citizens, working men, dare not resist decrees such as no Congo Chief ever issued for the government of his cannibal, breech-clouted subjects.

The picture is revolting beyond the power of expression. By no possibility can words do it justice. It defies hyperbole. In its presence "our flag"—

"Flag of the free heart's only home.
By angel hands to valor given".

is a "flaunting lie." Every stripe is a serpent, every star the eye of a basilisk. And this degradation of American workmen is near Valley Forge, where Washington prayed for God's help to enable his half-clad, half-starved, half-frozen Continental soldiers to win victories over tyrants, and establish freedom, independence and equality.

Here we introduce what another Philadelphia paper says:

"Give me my whiskers or give me death!"

That is the cry of brakeman William H. Welsh, of the Reading Railroad.

An edict of the company offered him the choice of having his whiskers or his official head chopped off.

The sultry winds of this winter still whistle in the desultory manner through William's hirsute appendage, but he is no longer an employé of the Reading Railroad.

Mr. Welsh has been an employé of the road for the past six years. He has been acting baggage master on the New York express that arrives at Ninth and Green streets at 10:11 o'clock. He wears a full beard that nature parts in the middle. It is dark brown in color, and graceful in cut. It was not worn, however, as an ornament. Mr. Welsh suffered with bronchial trouble, and raised the beard as a protection to his throat.

Last year the Reading officials issued an edict ordering all whiskers off the faces of their brakemen and baggage masters. The order was only partly obeyed. This year, however, the order was re-issued and has been enforced, even to discharging employés who refused to obey the order. Yardmaster Brown, on Friday, hailed Mr. Welsh and told him that he had been instructed by trainmaster George B. Whitcomb to order Mr. Welsh to remove his beard. Mr. Welsh was indignant. His beard fairly bristled. Each particular hair stood on end. He demanded to know the source of the command. He was informed that the order came from Superintendent Bonzano.

Mr. Welsh replied that he'd see Mr. Bonzano in another, and by repute, more uncomfortable place before he would shave his face at this season of the year and make himself liable to contract a cold that might cost him his life.

Last Monday afternoon Mr. Welsh saw Superintendent Bonzano, at the latter's office. He asked if he had been correctly informed in regard to the "whisker orders." He was told that he had.

Mr. Welsh thereupon resigned. Last evening he walked out of the depot, as he expressed it, a "free man." "I would not sink my independence and manhood," he said, "by trimming my hair and beard according to the fancy or whim of a superintendent." Every train man has been ordered to keep his jacket buttoned at all times on the road. The order is imperative, and has no relation to the weather.

It will be observed that a vein of levity runs through all the accounts. The press seemingly regards the matter as trivial; as something diverting, comical; to be read and thrown aside. When, in fact, such things touch the very foundations of the rights of men, and challenge not only the best thoughts of the nation to expound them, but the best courage of the nation to defend them.

The exclamation "Give me my whiskers or give me death!" has more in it than the writer thought.

The Czar of Russia, the Sultan of Turkey, the Shah of Persia, would not dare to issue such an order to their subjects as Corbin has issued to his serfs. It would cost them their heads. Corbin does it with impunity.

His seris take to it "very kindly," and are amused. Not all of them. A number have revolted, and in that is seen the one glowing ray upon which a hope may be based, that Corbin's seris will eventually revolt.

Is it to be supposed that other railroad officials are not watching Corbin's experiments in degrading his employes? If Corbin can reduce his 15,000 railroad employes to conditions that make freemen hang their heads in shame, and mantle every cheek with confusion, why can it not be done on other systems?

The question is up for debate in all the lodges and divisions of organized railroad employes in the country.

If they can not do it, it is because they can not put out the lodge fires and scatter the membership. If they can find a place where organizations will not federate to resist encroachments upon rights, then, in due time, Corbin's methods will be employed.

In view of all the facts, we say to the brotherhoods of railroad employes, federate. Be strong—be ready. Do nothing to weaken the organizations, but rather make them invincible by federation. That done, the Corbins of the period will stand back, and railroad employes will not be ordered to button their coats to their chins, nor shave off their whiskers, nor will they be subjected to any other degradation, whether it be for the purpose of robbery, or to gratify an autocratic fancy.

We have on our table No. 1, volume 1, of the *Midland Mechanic*, published at Kansas City, Mo., by Messrs. Van Herten & Worthington. In its mechanical appearance the new candidate for public favor, admits of no improvement, and its editorial matter shows that brains have found employment, and in closing a brief salutatory the editor says:

The *Mechanic* will at all times and under all circumstances advocate not only the right, but the duty of every workman to belong to the organization of his craft.

That is the right talk, and the *Magazine* welcomes the *Mechanic* to the field of journalism, and wishes it prosperity from the start.

RAND, McNALLY & Co., of Chicago, are the publishers of "A Manual of Instruction for the Economical Management of Locomotives," by George H. Baker. The work is designed for locomotive firemen and engineers and is pronounced by those in a position to know, as especially valuable. It treats of the "source of power," of "combustion of coal," of "firing" of the formation of steam and boiler feeding," of the use of steam," of friction and lubrication," and gives special instructions in various matters. It is sold for one dollar, and is worth the money.

FEDERATION OF RAILROAD EMPLOYES.

The *Locomotive Firemen's Magazine* is not required to state, as a matter of news, that it is an advocate of federation. Its readers are familiar with the position the *Magazine* has occupied upon the question for a number of years. Were we disposed to be boastful we could, without inviting ensure, refer to the attitude of the Brotherhood of Locomotive Firemen in regard to federation, and point out that the *Magazine* had earnestly advocated the initial step taken at Atlanta long before it was taken. This, however, is not required, and is mentioned *en passant* simply to impress the reader with the fact that with us federation is not a matter of sudden conversion, but a well defined conviction which we have sought for years to impress upon the readers of the *Magazine*.

We are satisfied that federation has come to stay, because it is the rational, logical outcome of organization; because, as newspaper men sometimes say, "It fills a long felt want;" because, while its power is exerted to remove the underlying causes of strikes, it will be exercised to its utmost limit to win a strike, when as a last resort a strike becomes inevitable.

Just here, we are invited to indulge in illustrations showing the possible triumph of federated power, but the intelligence of the average reader grasps the subject intuitively. He sees at a glance that organization and federation are his only hope to secure justice in the struggle for supremacy now going forward. He sees capitalists federating, he sees corporations federating. He stands amazed in the presence of colossal power of trusts and syndicates. He notes the power of these federated combines over Legislatures, Congresses and courts. He realizes that single and alone he can not more resist their power than a hummingbird can resist a cyclone. He is ready to organize for protection. He has faith in his organization, but he soon learns by sad experience that his organization, in a contest for right and justice, does not answer the demand; that it is cloven down. He is manly, independent, self-respectful. He demanded his rights, was refused and defeated and pays the penalty of idleness and all the woes that attend idleness. In addition, he is black-listed. He is hunted down because he dared assert his manhood. But he says, "Had all my fellow-workmen in the shop struck too, a victory would have been gained." He was right. He touched a key note. What was lacking in his case was federation. The employers' alliance with scabs could defeat him, but with federation the result would have been different.

We need not be told that it requires time to educate men to adopt measures for the

own well-being. Some have to be taught in the bitter school of experience, but in one way and another men are being taught, and federation is to-day on a triumphal march. Obstacles are disappearing, and those who doubt ultimate success may be factious, but they are no longer formidable.

The *Locomotive Firemen's Magazine* and the Brotherhood it represents, was inspired by no spirit of opposition to any labor organization when seeking federation with Engineers, Brakemen, Switchmen and Conductors. These organizations, being connected with the transportation service of railroads, have, in a special degree, an identity of interests which, it is quite unnecessary to remark, ought to be cogent arguments in favor of an alliance. The organizations of Switchmen and Brakemen at once admitted the force of the reasons advanced, and promptly federated. That the Engineers will eventually adopt federation is believed, and that the Brotherhood of Railway Conductors will march under the federation flag is a foregone conclusion.

Just here it should be said for the benefit of those who, from any cause are ignorant of the facts, that the Supreme Council of the federated Orders *excludes* no organization. It should be remembered, and is remembered by all fair minded men, that the Supreme Council was an initial movement. The problems submitted to the Brotherhoods disposed to federate was not of easy solution, and yet it was solved in a way that has proved satisfactory to the great and growing Orders of Brakemen and Switchmen; these Orders having fully indorsed the action of their representatives, and when our Brotherhood meets in San Francisco there need be no doubts entertained with regard to its action.

The Brotherhood of Locomotive Firemen at no time has ignored the Knights of Labor or any other organization of workingmen, and the pages of this *Magazine* bear irrefutable proof that it has always been in strict accord with the liberal sentiments of the Order of which it is the organ.

There is an expressed desire on the part of some of our brothers that the Supreme Council should revise its laws. Those who have suggestions to make in that line should put them in proper form for submission to the Supreme Council at its meeting in Chicago in June next, and we have no hesitancy in saying they will be accorded the most respectful consideration. We are in favor of revision, in some regards, which we shall have to outline as best we may.

We are in favor of the organization of all railroad employes, and when organized, we are in favor the federation of such organizations for mutual protection. That our proposition may be fully understood, we give herewith a list of the various trades or callings of railroad employes, as follows:

1. Baggage Men.	29. Flagmen.
2. Blacksmiths.	30. Freight Checkers.
3. Boiler Makers.	31. Gate Tenders.
4. Boiler Washers.	32. Grate & Pit Cleaners.
5. Bolt Cutters.	33. Hostlers.
6. Brakemen.	34. Laborers.
7. Brass Finishers.	35. Lump Cleaners.
8. Brass Moulders.	36. Machinists.
9. Bridge Carpenters.	37. Machine Hands.
10. Bridge Tenders.	38. Masons.
11. Cabinet Makers.	39. Moulders.
12. Car Checkers.	40. Painters.
13. Car Cleaners.	41. Pattern Makers.
14. Car Distributors.	42. Pumpers.
15. Car Inspectors.	43. Road Men.
16. Car Oilers.	44. Spring makers.
17. Carpenters.	45. Switchmen.
18. Car Sealers.	46. Tally Men.
19. Car Tractors.	47. Target Men.
20. Car Repairers.	48. Tinsmiths.
21. Car Wheel Drillers.	49. Trucksmiths.
22. Coal Heavers.	50. Employes Car Shops.
23. Conductors.	51. Upholsters.
24. Coopers.	52. Warehouse Men.
25. Coppermiths.	53. Watchmen.
26. Engineers.	54. Wheel Pressers.
27. Engine Wipers.	55. Wood Machinists.
28. Firemen.	56. Yard Men.

In the foregoing we have 56 different employments, 56 classes of workingmen. We would have them all organized. Some have organizations, viz: Brakemen, Firemen, Conductors, Engineers and Switchmen. Machinists and Blacksmiths are also organizing, possibly some others. Here we have fifty classes of railroad employes who are not organized. Some of them belong to the Knights of Labor. This is doubtless the case, but whether in district or mixed Assemblies we do not know. But this aside, we would have them organized as railroad employes, and when so organized we would have them, if we could, all marshaled under the banner of federation.

Our suggestion is not that there shall be 56 organizations, nor is it required. The Firemen's Brotherhood includes firemen, hostlers and engineers; the Trainmen's Brotherhood includes brakemen and conductors. We see no reason why the fifty-six classified employes might not be so organized that they could federate. The subject is eminently worthy of consideration and discussion. To some, difficulties may appear inseparable, but to our mind obstacles could be removed without great difficulty. The first question to be considered is, is it desirable? Is it in the line of prudence? Ought all workingmen, for their own protection, for their own welfare, be organized? Ought the whole army of workers to be in a position to claim their rightful share of the wealth they create? Organized labor to-day answers these questions affirmatively. That settles the question, clears the way and invites to work.

Current estimates place the number of railroad employes of the country at 1,000,000. If this is correct, at least 800,000 of them are working men, and here comes the startling fact that not more than 100,000 of them are members of labor organizations. Were all organized, and were all the organizations

federated, railroad strikes would disappear from the land as if by a decree of Jehovah, and peace would be everywhere established. To bring about organization, harmony should prevail in the ranks of organized labor. One high and holy purpose should animate all, that of increasing the efficiency of organizations already established, and of bringing all workingmen who are standing aloof from organizations under their beneficent influence. For the consummation of an end so desirable this *Magazine* will contribute to the extent of its ability.

It is a fact well understood that the organization of Knights of Labor, by virtue of its system of "mixed Assemblies," is in shape to organize the various classes of railroad employes. If that great order should seriously consider the question of federation with other organizations of railroad employes, we do not doubt that a satisfactory plan could be formulated. Its organization is peculiar, and its purposes in some respects different from all other labor organizations, but with the clear-headed and far-sighted capabilities of T. V. Powderly, the Grand Master Workman of the Order, a plan of federation might be suggested satisfactory to all parties. We are not in a position to speak advisedly upon the subject, but certainly the idea is eminently worthy of consideration, and only good results would follow discussion conducted in a spirit to promote the welfare of wage workers.

TRAINMEN'S JOURNAL FOR MARCH.

We have on our table the *Railroad Trainmen's Journal* for March, and a superb number it is, exhibiting improvement in every department, and showing that a man is at the helm who appreciates the wants of the Brotherhood in the make up of its official organ.

Commenting on the Queen & Crescent affair the *Journal* says:

There is something very striking and important in the settlement of the trouble on the Queen & Crescent at Cincinnati. It is true the men did not receive what they should have received, but that they received anything is a very important fact. Many times have corporations done what the Queen & Crescent tried to do—discharge men without cause—and seldom have they been called to account for it. That this company was fairly and squarely forced to arbitrate the question, and by the board of arbitration compelled to make some reparation for the wrong done, is a fact that marks an epoch in the history of organized labor. *A precedent has been established.* A board of arbitration, fairly chosen, has decided that the employe has a right to the position he faithfully fills, and that the company must respect it.

The skill and diplomacy with which this difficult matter was handled and which led to such a gratifying result, must be a source of much satisfaction to the Brotherhood of Railroad Trainmen and the Brotherhood of Railway Conductors. Grand Chief Arthur and Grand Master Sargent deserve great praise for their prompt action and promises of support; but to Grand Masters Wilkinson and Howard must be given the credit for an exhibition of the most adroit management of a difficult question that has marked a notable event in the labor world for

many a day. Their success in showing up the injustice of the case before the board of arbitration when taken by surprise and pitted against a great corporation lawyer, is a triumph of which the two Orders may well feel proud.

It is such victories over a policy of wrong and injustice that speak trumpet tongued for federation, and as we know are having their rightful effect upon the minds of all thinking workingmen. The *Trainmen's Journal* and the *Switchmen's Journal* are doing a grand work for federation, and the Orders which they represent take a correct view of the situation.

GRAINS OF GOLD.

The Philadelphia *List*, "grains of gold," have been burnished a little as follows:

The slow tortoise made a long journey by losing no time and by taking the shell road.

A perfectly natural man is generally a perfectly honest man. But it is perfectly natural for some men to be dishonest.

The wages of sin is death, and there's no kick for higher wages. But there is an awful sight of kicking about pay day.

It is industry more than birth that lifts a boy up in this world. Not on the Philadelphia & Reading when Austin Corbin reigns.

"All the world's a stage," and there are lots of bad actors on it. They ought to be stage struck—and knocked out.

Habit renders wrong doing of any kind, a sort of second nature. And of the baser "sort."

An evil intention perverts the best actions and makes them sins. But fortunately when the "best actions" are performed it is an unwelcome task to hunt for "evil intentions."

The up and downs of life are better than being down all the time, unless a man is following a gold lead, that pans out a cool million to the ton.

Experience is the name men give to their follies or their sorrows. Except those who having had one devil cast out of them go straightway and take in seven other devils worse than the first.

Genuine cheerfulness is an almost certain index of an honest heart. A virtue practiced largely by bunko steers.

After you have learned to think, the fewer books you read the better. And when you have fully mastered the thinking art reading may be dispensed with, and your library may be sold to the second-hand book dealer.

It is paradoxical and yet true that sickness often lurks in well-water. Jay Gould understands that when he waters his stock.

As certainly as your Master's love is for you, His work will be upon you, and some times a master work is upon you, when the master is despised, as in the case of Corbin's slaves.

APPEALING TO CÆSAR.

Mr. Blackstone, President of the Alton railroad, has issued a report relating to the affairs of his road for the year 1889, in which he discusses at length the unfriendly character of what he calls "railroad legislation" by Legislatures and by Congress during the past two years. This legislation, in the opinion of President Blackstone, has been productive of the most disastrous consequences. Commenting upon Mr. Blackstone's utterances and conclusions, a contemporary summarizes as follows:

President Blackstone, of the Alton road, in his annual report for 1889, just issued, dwells at some length upon the unfriendly railroad legislation on the part of both the national and state governments during the past few years, and the disastrous effect of such legislation upon rates and the values of railroad property. Speculative promoters and contractors who construct unnecessary or unprofitable lines abroad, state railroad commissioners who are authorized to fix reduced maximum rates, and finally the inter-state commerce law, with its long and short haul clause, have caused the loss of millions of dollars to the shareholders of the older lines. Mr. Blackstone avers that the great problem with which seven-eighths of the railroads of the country have now to struggle is not how to make a profit, but how to maintain an existence and keep out of bankruptcy. He does not see any hope of relief in legislation, because it is the business of the politicians to create popular prejudice against the management of the railroads, and the dissatisfaction of the people reflected in laws which place the roads in the position of half-starved servants who must be thankful for such crumbs as their masters may permit them to receive. The remedy which Mr. Blackstone suggests is a radical one, viz.: the ownership of all the railroads by the National government, and the organization of a corps of railroad operators who shall remain in service during good behavior and be in no degree under the influence of politicians and political parties than are the officers of the army or navy. He suggests that the government could pay for the roads by the issue of bonds bearing a rate of interest not exceeding three per cent. per annum, such bonds to be paid by the annual application of a sinking fund to be derived from the net earnings of the roads. His idea is that the principal of the bonds could be paid at the rate of about one per cent. per annum. If this could be done, in one hundred years the government would own the roads free of debt, and would be deriving therefrom a large income.

Railroad corporations, that is to say the men who control the corporations, who are watchful of railroad operations, will read with far more interest than outsiders what Mr. Blackstone says of "seven-eighths" of the railroads striving to maintain an existence rather than how to make profits. If Mr. Blackstone's views are to be accepted as correct, then of the 160,000 miles of railroads in the country, not more than 20,000 miles are making profits, and 140,000 miles are operating on the ragged edge of bankruptcy.

The estimate is, that the railroads of the country, say 160,000 miles, represent a cost of \$8,000,000,000, or \$50,000 a mile. In this estimate lies the trouble. From the date when the first wheel is turned on a railroad, we speak of the rule, the effort is to make the road earn dividends, or profits, on water, which constitutes about one-half of the es-

timated value of the roads—\$8,000,000,000 or \$4,000,000,000. Squeeze the water out of the estimated value, determine to earn dividends on *actual* values, and Mr. Blackstone's troubles all disappear.

One purpose of legislation, by states and by Congress, is, if possible, to relieve the people from paying dividends on water.

One way of building a railroad is to get a man of means to subscribe, say \$50,000. For this he receives \$50,000 in stock, \$50,000 in first mortgage bonds and \$50,000 in second mortgage bonds—or for his \$50,000 he receives obligations amounting to \$150,000—\$100,000 of which is water, so muddy that only the man who holds it knows the value of it. It is easy to see that in a great many instances the effort to operate the road so as to declare dividends on the water as well as on the money, must prove a failure. Under such circumstances the "ground floor" operators never lose anything, they simply take the road which is worth all the cash invested, and proceed with the business. This is an everyday transaction. The courts are constantly called upon to adjust such matters and the capitalists who hold the first mortgage bonds take the property and the unsuspecting gudgeons are artistically frozen out. The shorn lambs may bleat, but they may as well appeal to a blizzard on the plains of Dakota to modify its caresses.

Those who own railroads, strange to say, like a large amount of water in the stock. Changing water into wine was regarded as a notable miracle; changing water into railroad stocks and bonds, and making it pay dividends is an everyday transaction in these latter days, which, though not a miracle, is known to be financial juggling worthy of a Hindoo fakir.

It has never been the purpose of legislation, either state or national, to prevent a citizen from making profits on honest investments, it is not the purpose of the Interstate Commissioners, but it should be the purpose of legislation, state and national, to guard the people as much as possible, in all cases where the people grant the privileges, from paying dividends on water, and we think this good work once begun will be bequeathed from *blinding* sun to son, until the people will be required to pay dividends only upon cash investments, and not upon water.

As for the proposition for the Government to purchase all the railroads of the country we can see without the aid of an eye glass that the railroad owners would readily consent if the Government would buy all the water there is in their estimated value—say \$4,000,000,000—but for the present such a proposition need not be discussed.

The time may come when railroad employees will be mustered into the service as men are mustered into the army, and in so

doing become, as soldiers become, a part of a machine to silently and submissively do the bidding of superiors. That seems to be President Blackstone's idea. On the Philadelphia & Reading railroad Austin Corbin has made some headway in that direction. Men are ordered to abandon their organizations and they obey like slaves. They are ordered to shave off their whiskers to please an autocrat and they submit to shears and razor. Men are ordered to button their coats to their chins, and that too, is submissively obeyed. But notwithstanding such dark spots on the sun of labor; notwithstanding the degeneracy of some, there are millions of men who will not fall down and worship the images the Corbins set up, and will readily accept the fiery furnace rather than yield their conviction and their manhood. This Government of the people, by the people and for the people, must undergo a radical change before it will enslave the people.

SICK OF CORBIN.

The *Union*, of Philadelphia, in a late issue says:

The stockholders of the Reading Railroad Company are sick of Corbin, and on Monday last tried to bounce him from the presidency of that concern. But by a little scheme of his, called a "voting trust," he is still in the position. He is using his position to aid another railroad, in which he is a large stockholder, at the expense of the Reading. He is nearly at the end of his string, and the sooner he is kicked out the better. The misery this scoundrel has caused in the coal regions cannot be estimated, and his dastardly treatment of the men in the employ of the Reading railroad and the Reading Coal and Iron Company will cause his name to be execrated by all honest men.

To say that the stock holders of the Reading railroad are "sick of Corbin" is an extremely mild way of putting the fact, that they have made up their minds to give the disgustingly malformed wretch the grand bounce. "Sick of Corbin!" We should say. He is the only extant specimen of living carrion on the continent.

We have on our table No. 2 of the *Western Railway*, published at Denver, Colo. It is a continuation of the *Frog*, a publication justly esteemed as one of the most spicy, witty and reliable of the railroad publications of the country. Regarding the change of name, which has been made, the editor says:

The *Frog* had gained a name and welcome for himself by many a fireside, and it seemed like treason to turn him out in the cold. But then it was thought that the name was somewhat of a puzzle to the non-railroading mind. What sort of a paper could be called the *Frog*? Was it a natural history magazine, or a French cooks' journal, or what? So the change was decided upon. But we assure our kindly readers that the blood of the old amphibian will still run in the veins of the *Western Railway*.

The "new head" is exceedingly appropriate, and the illustrations life-like. We wish the *Western Railway* a success that shall meet the most sanguine expectations of the publishers.

THE RAILROAD TRAINMEN'S JOURNAL.

The January number of the *Railroad Trainmen's Journal* under the editorial management of L. W. Rogers, is on our table. It is in all regards such a publication as ought to please every member of the great Brotherhood of Railroad Trainmen. We would not be over florid, but the number of the *Journal* before us, is eloquent of a purpose fraught with incalculable good, not only to the Order of which it is the official organ, but to the great interests of organized labor in every department.

Mr. Rogers brings to the task he has assumed, great familiarity with labor questions, broad views, quick perceptions and a vigorous style of expression. He writes like one to the manor born, and the first number under his administration is satisfactory proof that the following issues will be still better.

In his "introductory" Brother Rogers refers to what he felicitously calls "the domestic relations of the *Journal*"; that is, its relations to the members of the Brotherhood." He points out a number of things of special importance, and adds:

"When elected to the position, it was undoubtedly supposed that I had firmness enough to do what appears to be best for the prosperity of the *Journal*. * * * I wish to set all controversy at rest by saying, courteously but pointedly, that during my term of office, I shall be the editor and manager of the *Journal*, answerable only to the Brotherhood in convention assembled for my policy and decisions."

These are words "fitly spoken," and we congratulate Editor Rogers upon the eminently rational view he takes of the matter. The greater the success of the *Trainmen's Journal* the more delighted will be the *Locomotive Firemen's Magazine*.

THE U. P. E.'s MAGAZINE.

We acknowledge the receipt of the March number of the *Union Pacific Employe's Magazine*, containing several allusions to the *Firemen's Magazine*, together with two or three dissertations on federation. It would be gratifying if we could say of the writer:

"He was in logic a great critic.
Profoundly skilled in analytic.
He could distinguish and divide
A hair 'twixt south and southwest side."

But that would be such an indulgence in hyberbole as would make Munchausen blush. Nevertheless, we have been amused, if not instructed, and realize that

A little nonsense now and then,
Is relished by all workingmen.

The clown and the trick mule are not to be sneezed at, not even when "LaGrippe" is epidemic; and when the circus comes 'round, and we are invited to witness the performance, there is no good reason why we should not go in and laugh with the rest of the boys. For such entertainments we acknowledge our indebtedness to the *U. P. E.'s Magazine*.

Write as we may, select as we may modern or ancient standards of beauty and purity of style, our esteemed contemporary will have it that it is "blackguardism." That motion, to the distorted vision and imagination of the *U. P. E.'s Magazine* editor, is a perpetual motion. It is the "Supreme" thing that prevents his ideas from federating. "That motion" and that "Supreme" tosses his ideas about, helter skelter, like corks, when gutters are on the rampage. The references to a "Grand Chief," "King George," a' that, are thrown in to give effect and to exhibit the prowess of the writer in the character of an iconoclast. With his acorn helmet on, and

"His cloak, of a thousand mingled dyes.

Formed of the wings of butterflies,"

with his shirt front studded with the heads of glow worms, a clam shell for a shield, and the captured sting of a dead wasp for his quivering lance, the *U. P. E.'s Magazine* editor goes forth to annihilate things, and yet "that motion," that "supreme" and that "federation," and a' that remains. In the way of fun, nothing could be more funny.

FEDERATION AND CO-OPERATION.

We have received the following communication, which explains itself:

BUCKEYE LODGE, No. 239, {
DELAWARE, OHIO, January 1, 1890. }

Editor Firemen's Magazine:

Several engineers have asked me which I wanted, Federation or Coöperation? I have told them Federation, of course. They object to it, but seem to be in fa- of coöperation. Now, will you explain through the *Magazine*, the difference in the meaning of the two words?

The terms "federation" and "coöperation," in some regards, express the same idea, as for instance, help, assistance, work together. Lexicographers, however, in defining the terms, make a broad difference in their meaning. Webster, in defining "federation," says:

"Federation—To establish by treaty or league; the act of uniting in a league; Confederation: a league; a confederacy. a federal or confederated government."

In the foregoing we have the terms "treaty" and "league;" "to establish by treaty or league." Federation can be established only by a "treaty" or a "league." What is a treaty? Webster says:

"Treaty—an agreement, league or contract, between two or more nations or sovereigns, formerly signed by commissioners properly authorized, and solemnly ratified by the several sovereigns, or the supreme power of each state; an agreement between two more independent states."

Of the word "league" Webster says:

"League, a combination or union of two or more parties for the purpose of maintaining friendship, and promoting their mutual interest, or for executing any design in concert. An alliance or confederacy between provinces or states for their mutual aid or defense; a national contract or compact."

In defining "federation" and its syn-

onyms, it is seen that whether the term "federation," "confederation," "treaty" or "league" is used, there must be a compact, a contract, a formal, written agreement, signed, sealed and approved. There must be no doubt as to stipulations and obligations. The parties to the federation must fully comprehend the extent of the guarantee, concessions and compensations. This done, the parties to the federation have a fair field before them, and doubts and embarrassment are removed.

In establishing federation the parties to the treaty, league or alliance are supposed to have certain interests in common, mutual interests, the federation is formed to guard, protect and defend their interests at any time and at all times when they are in peril. The treaty will definitely designate such interests as are mutual, and all others will be left to the control of the contracting parties.

Now for Coöperation. Webster says:

"Coöperation—the act of coöperating, or of operating together to one end; joint operation; concurrent effort of labor."

As we said in the start, the terms "federation" "coöperation," in some regards, express the same idea, but under widely different conditions. Coöperation is optional. At any time when assistance is required, under coöperation it is left to one's wish or choice whether or not such assistance shall be rendered. If the person whose help is demanded prefers not to bestow it, his preference in the matter is final, and from it there is no appeal.

This is not the case in federation. In the federated compact or union, the mutual interests are defined and the course of action to be followed is clearly expressed and the dangers and jeopardies incident to choice, with or without preference, are removed. The occasion is provided for and the course of action outlined so that there can be neither mistake or hesitancy.

It may be said that coöperation relates specially to individuals; federation to States or organizations. The former is a matter of preference; the latter, of sharply defined obligations to which the parties have subscribed.

It has been said by members of one of the organizations of railroad employes, "We can help along under coöperation." Who can help along? Is it intimated that as individuals they could do any good now were they so disposed? It is well known that such propositions are worthless. It is only when the State or the Brotherhood acts that beneficial results are accomplished. Suppose an organization of railroad employes should say, "We will coöperate with other organizations when mutual interests are in peril, when the right is being cloven down and the wrong exalted."

In response to such a proposition, suppose

it were asked, "Will you sign a contract? Will you obligate your Order to coöperate when called upon?" Suppose the reply is affirmative; that the compact is made and signed. Then a *league* is formed, a treaty is signed and federation is established. On the other hand, suppose the organization professing willingness to coöperate, will not obligate itself to coöperate, preferring to leave it to chance, to caprice, to the *way they feel about it* when their assistance is wanted? Is it not plain to every thinking man that coöperation amounts to nothing in the supreme hour, when for the lack of help the wrong triumphs and the working man suffers.

A COBRA CORBIN IN CALIFORNIA.

Men Ordered to Abandon Their Organization— The Penalty of Disobedience Being Idleness.

LOS ANGELES, February 2, 1890.

Editor *Firemen's Magazine*.

"Inclosed you will find a clipping from one of our daily papers, containing a notice of an order issued by one J. C. Robinson, Vice President and Superintendent of our cable car road, upon which we would like to have your opinion through the *Magazine*. The employes on the road mentioned are a good set of men, and we think the Vice President is a little hard on labor organizations."

The foregoing communication is signed by two members of the B. of L. F., and we take pleasure in responding to their request, in giving our opinion of the matter to which our attention has been called.

It appears that the men employed on the cable car road of Los Angeles concluded to organize for mutual protection, and that very soon thereafter an incident occurred, which they deemed it admissible to discuss in the meetings of the organization. This fact coming to the knowledge of J. C. Robinson, Vice President of the road, he at once proceeded to issue the following infamous order:

WHEREAS, It is stated that a certain Association has been formed by gripmen and conductors without having, in any way, consulted with or obtained the sanction of the Company, it is deemed that such Association is detrimental to the best interests of the men themselves, and is being used for purposes that are in direct opposition to the rules of the Company. Notice that no gripmen, conductors, or other employes being a member, or in any way connected with the Association referred to, can, after date of this notice, remain in the service of the Company. Resignations, with the usual seven days' notice, on renunciation of the Association, must be addressed to the undersigned before March 1st.

Should employes desire to become members of a proper and substantial association, a mutual sick and benevolent society, to be formed for the good of the whole staff, the company will be pleased to render every possible facility and support in the successful administration of such organization.

By order of

J. C. ROBINSON,
Vice President.

As soon as practicable, the employes of

the road met to discuss the situation, and a local paper remarks that "a majority of the men seemed to be in favor of going on a strike, but it is hard to tell what will be done, as some of the cooler-headed ones were strongly advising more pacific measures."

We are not advised as to the outcome, but it is not improbable that a large majority of the men, possibly all of them, have abandoned their organization and accepted the Robinson-brand, and the next order, *a la* Corbin, will doubtless be to "shave, cut their hair short, and button up their coats." It appears that Robinson, anticipating resistance, had provided himself with a gang of scabs to take the places of the men should they dare to assert their manhood. Our opinion is, that the fellow Robinson is a contemptible catfiff, a Bonzano No. 2, a creature who, dressed in a little brief authority, excites the abhorrence of all men of the least self-respect. It is a sort of degradation to work for such a base fellow under any circumstances, but to abandon a labor organization for the privilege, is abasement to a degree that defies prudent characterization.

THE SAILORS.

The New York *Dispatch* prints the following:

It is just barely possible that there will be a gigantic strike in this city in April. A young Englishman, named George Watson Reid, came over here recently and formed Sailors' and Firemen's Unions in this city, Brooklyn, Jersey City and Hoboken. These bodies formed a Central Organization called the Maritime Labor Exchange. The latter sent a circular to the Maritime Exchange notifying it that beginning with April, the Union scale of wages would be as follows:

Oilers	\$50.00 per month
Firemen	45.00 per month
Coal Passers	35.00 per month
Sailors (on steamships)	30.00 per month
Sailors (on sailing vessels)	25.00 per month

The Maritime Exchange has taken no action, and hence the Union proposes to hold a conference with ship-owners and representatives of steamship corporations to-morrow (Monday), with a view to inducing them to pay the scale. Some of the American Lines already pay the rates asked, but the Union threatens to strike on any line which does not agree to pay the rate by the day fixed.

This item is worthy of note, because it indicates that the work of organization among workers—wealth creators—is going steadily forward. The movement means business. Organization is the initial work, then comes federation, and with federation, victory, fair play, justice.

T. V. POWDERLY, Grand Master Workman of the Knights of Labor was arrested in January at his residence, while sick with "La Grippe," for defeating one Callahan, who was a candidate for Congress. If every defeated candidate for Congress, should follow the example of Callahan, business would be exceedingly brisk for judges, lawyers, constables, bailiffs, etc.

THE EIGHT-HOUR DAY FOR ALL GOVERNMENT WORK.

We have received the following circular which explains itself:

OAKLAND, CAL., February 3, 1890.

To All Organized Laboring Men of the U. S. Greeting: Your attention is called to the fact in addition to the enormous amounts annually and ordinarily expended by the U. S. Government for Government Buildings, River and Harbor Improvements, etc., that there are bills before Congress providing for the appropriation of some five hundred million dollars for a Navy, Coast Defenses, etc.

Now, as you are well aware, that on the first of May next, a great many of the trades unions and other labor organizations of this country intend to move for the establishment of eight hours a day's work and knowing your organization to be heartily in sympathy with all movements having for their object the improvement of the conditions of those who toil, we would call your attention to the following matter.

In 1868, twenty-two years ago, our Congress passed a law making eight hours a day's work on all government work.

After the lapse of several years public opinion became sufficiently aroused to compel the executive department of the Government to enforce the law on all work done directly by the Government. No attention has, however, been paid to this law in letting contracts for Government work and all Government contracts are let and carried out in violation of the spirit if not of the letter of the law.

We believe that a concerted move of organized labor at this time will cause the enactment of a law compelling the insertion of an eight hour clause in all contracts for Government work, and it is needless to say this would go far towards the victory or a general eight hour day, aside from the inestimable value it will be to the laboring men who will carry these contracts into execution.

Therefore we request your organization to petition Congress and also instruct or request all subordinate bodies connected with you to petition their respective members of Congress for the enactment of a law embodying the above clause. Believing that by an earnest and general effort all U. S. work can be placed on an eight hour basis, and believing that it is the duty of every labor organization to forward in every possible way, the gaining of shorter hours for those who toil, we earnestly request your assistance in this matter.

Fraternally yours,

OAKLAND UNION, No. 36,

United Brotherhood of Carpenters and Joiners of America.

[SEAL.]

S. H. TUCKER, President.
C. L. INGLER, Secretary.

We most heartily indorse the movement inaugurated by the Oakland Union of the Brotherhood of Carpenters and Joiners. There should be a united effort on the part of all labor organizations to secure the eight hour day for all government work, and for all other work, and since eight hours constitute a day in all Government shops, the law should prevail when government work is done by contract.

We acknowledge an indebtedness to Wm. E. Lockwood, Esq., of Philadelphia, for a copy of the Journal of the Franklin Institute, devoted to science and the mechanic arts. It is in all regards a superb publication, and Mr. Lockwood has our thanks for his thoughtfulness and generosity.

NEBRASKA has more railroad work actually under way, than any other state of the northwest; about 900 miles.

Literary Notes.

Marion Harland, the friend and helper of women everywhere, has taken up the work of restoring the ruined monument marking the burial place of Mary the mother of Washington.

One hundred years ago this venerable woman was interred in private grounds near Fredericksburg, Virginia. In 1823 the corner stone of an imposing memorial was laid by President Andrew Jackson. A patriotic citizen of New York assumed the pious task, single-handed, but meeting with financial disaster, was compelled to abandon it.

Marion Harland says truly—in her appeal to the mothers and daughters of America to erect a fitting monument to her who gave Our Country a Father—that “the sun shines upon no sadder ruin in the length and breadth of our land, than this unfinished structure.”

The publishers of *The Home-Maker*, of which Marion Harland is the editor, offer as their contribution to the good cause, seventy-five cents out of every annual subscription of two dollars to the Magazine sent in during the next six months. Every such subscription must be accompanied by the words, “For Mary Washington Monument.”

The offer is generous and should meet with an enthusiastic response.

A. B. Richmond, the author of “Leaves from the Diary of an Old Lawyer,” etc., has written a striking paper for the *March Arena*, entitled, “Is there a Tomorrow for the Human Race?” Judge Richmond is one of the most prominent criminal lawyers in Pennsylvania, and is accustomed to weigh evidence, and sift facts with severity born of a long life in the examination of evidences. What comes from his pen, therefore, is interesting, aside from the brilliancy of his style. In this number also, we find papers by Rabbi Solomon Schindler on “The Present Aspect of Religious Thought in Germany;” “What is Religion?” by Junius Henri Browne; “Rum and the Rum Power,” by Rev. Howard Crosby, with full page photogravure of Dr. Crosby; “Pan’s Revenge,” a poem by Rev. Minot J. Savage; “Divorce and the Proposed National Law,” by H. H. Gardner, the first of a series of papers, giving the liberal side of this great problem; “Debuts in San Francisco and London,” by Helena Modjeska, with a fine photogravure of Modjeska as Ophelia; “The Extinction of Shakespeare,” by A. C. Wheeler (Nym Crinkle); “The Alienist and the Law,” by Emily Kempin, LL. D.; “Constitutional Liberty,” A. A. Chevallier; “The Glory of To-day,” the first paper in the No-Name Series; “The Divinity of the Bible,” defended by Rev. George B. Cheever, D. D., and the first instalment of “Ungava,” the new prose-poem by W. H. H. Murray. For a variety of interesting themes, ably discussed, and for freedom and hospitality of thought, *The Arena* has no peer among our great magazines.

We acknowledge the receipt of a book bearing the title of “Judas Exposed,” from the Utility Book and Novelty Co., Chicago. The book deals with the “Spotter System,” and it is said “will be of vital import to all classes connected with operating railroads.” While it is asserted that it “is necessary for managements to use all possible safeguards towards guaranteeing the proper conduct of their business,” it is also concluded that with this “Spotter System, as it is called, many evils have arisen, and innocent parties have had to suffer. Dishonorable methods have been employed by Agencies in furthering their business. Inexperienced and negligent men are taken into service and clerks have been sent to railroad officials in which fabricated statistics of results accomplished by the Agencies stated to obtain patronage.” “Spotter System” should be thoroughly understood, and its infamies exposed. It has not one redeeming virtue, and should not be practiced outside of Russia and other despotisms. The book contains 200 pages, and can be had for 50 cents. It is well worth the price.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the fifteenth day of each month.

CHAPLEAU, ONT., March 1, 1890.

Editor *Locomotive Firemen's Magazine*:

I have read the *Magazine* for the past two years and as yet have not seen anything from Snow Drift Lodge, No. 321, so if you will allow me a small portion of your valuable space, I will break the ice and try to let the brothers know we still exist. Since you have last heard from us quite a number of the boys I am pleased to say, have been promoted to the right hand side. Our Lodge does not increase very much in membership, there being seventeen in good standing. The traffic on this section of the C. P. R. keeps about the same and there is never a very great demand for firemen. Nevertheless we are in a very prosperous condition otherwise. Our meetings are not as largely attended as present as they have been in the past year, owing to several of the boys being transferred eastward, as traffic is mostly on the east end at present. Among those are our worthy Master, J. D. McAdam, who is running on the Sault Ste. Marie branch; Bro. Burt, our Magazine Agent, is firing for him. Bro. Stern, our Secretary, has been firing on the east end for some time, but we are glad to see his smiling countenance amongst us again. Bro. Ernest Crier, our worthy Vice, is doing the hosting at Cartier, which is situated about one hundred and forty miles east of here. Among the promoted are: Bros. Mark Bowles, Kenneth McKee and Joseph Richardson. Bro. Kenney is doing the snow plow act on the rotary. Never mind, Kenney, only when you see fire flying, then watch wild. Bro. Dexter, our past Master, is doing the hosting here, and Bro. Nicholson is firing passenger. Bro. Patterson is spending holidays in the east. Bro. Hillard, who is firing on the North Bay Division, has been on the sick list for some time with his right hand severely scalded, but we are glad to record his recovery, and to see him at work again. And I am sure the boys here are all doing as well as can be expected. Our Locomotive Foreman, Mr. C. Kyle, is a man of high standing in the estimation of his many friends, and he never fails in giving the boys justice. We congratulate ourselves as well as the C. P. Railway Company, for having such an able and experienced man to manage the locomotive department here, and it would give us much pleasure to soon be able to record his promotion to a higher and more responsible position which never fails to come to a man of his ability. Our genial friend and brother, Chas. Unwin, of Unwin Lodge, No. 305, Chairman of our Joint Board of Adjustment of this system, paid the eastern Lodges a visit while enjoying his holidays in the vicinity of Toronto, and on his return trip was present at a Union meeting held at North Bay on February 21st, which was largely attended by engineers and firemen and in all regards was a grand success. We are always happy to meet such whole-souled Brotherhood men as Bro. Charles, and hope to soon see him amongst us again. Now a few words in regard to the leading topic, which, of course, you all know is changing the name of our Order. They say you may look Webster and the whole world over, and not find one more appropriate than the one we now bear. Now, I desire to say that I am in favor of a change of name, and have the opinion we can find a more appropriate one without the aid of Mr. Webster. I, for one, am not ashamed of our old name, but would like to have one to suit the times and which tells of what our Order is composed. Our Order is not a Brotherhood of Locomotive Firemen only; there are engineers and hostlers as well as firemen in it. Now, we will consider "Brotherhood of the Foot Board." Does it not meet every requirement? Again, they say, "I will withdraw if they change our name."

Another says he "would like to see the reasons for a change of name." A Brotherhood man who would withdraw on that account, I say, it matters not much whether he does or not. To the latter I desire to say, read a few back numbers of the *Magazine*, brother, and I am sure you will find sufficient reason for a change. Our old Brotherhood ship which has stood so many storms and battles, I think would be none the less gallant nor sea worthy with a new name painted on her bow. I don't see the reason why some say it would be hurtful to us to have a change. Did the change of name hurt the B. of L. E., or is the change of name, the "B. of R. T." made recently, injuring that Order? If it is I fail to see it. I don't say it will stop our members from joining the B. of L. E., for under the present circumstances we don't have to sacrifice our Order to join the B. of L. E. A member who wishes to join the B. of L. E., I say let him do so while he can without withdrawing from the Firemen. Of course, we are all aware it would come heavy on our member, in case of a strike, to pay the assessments on both Orders, but a man who is running an engine could, I think, pay them, as they have done it in the past. I know several engineers who were members on both Orders during the C. B. & Q. strike, and paid the assessments like men, and are to-day in as good financial condition as those who applied for a withdrawal, or dropped out when the heavy assessments were levied, and it may be many years before we experience a similar strike. I say let us have a name and federation, for in unity there is strength and if united in one compact, we can bid defiance to the world, and triumph over the greatest difficulty. Let us have more brotherly love in our ranks. If brother is an engineer and gets into trouble, or lo his job, let us lend him a helping hand, assist him out of trouble instead of fishing for a chance to get him into trouble. In order to get promotion, brothers, this is not the object of our Order, but it is. I am sorry to say, the object of some of our members. Now, let us help one another along and the thing which now exists among some of us will be a thing of the past. I remain yours,

J. D. McAdam, "321."

DENVER, COL., February 14, 1890.

MR. EDITOR:—The grand annual ball given by Lodges 77 and 273, B. of L. E., at Coliseum Hall, one of the most elegant public events of the season. Over one hundred people, including the Knights of the Scoop, their wives, sweethearts and friends filled the immense interior of the hall. Lanterns of various colors adorned the railing around the gallery, with four headlights and a transparency bearing an emblem of the Order adorning the galleys. Flags, bunting and pictures of locomotives were happily blended in various portions of the hall. The original invention to announce dances was an engine bell stationed near the orchestra. The music was furnished by Professor Breigle's orchestra. The souvenir programmes presented to the ladies were beautiful, being of a bellows and horse form, representing an album with a center picture of a locomotive made of various colored satin. The interior containing a programme of twenty dances. The date of the ball was pleasantly indicated by the following:

Bring the bride of your life's happy morning,
That tendered the red light on memory's fire.
We'll laugh at the fancy of grim danger's warning
And dance to the music of this valentine.

Too much praise cannot be given to the selection committees for the way they conducted the evening's pleasures. Lodges 77 and 273, B. of L. E., every reason to feel elated over the success that attended their efforts on this occasion.

Put out the light—the dance is done.

The gay crowd all dispersing.

With light laugh greets the morning sun.

The night's bon mots rehearsing.

Put out the lights—the dance is done.

The hall is bare and dreary.

Tho' echoes linger of music and fun.

Yet the heart is sad and weary.

And we are all busted and have no more.

Put out the lights—the dance is done.

G. H. WATSON.

TO JENNIE.

A brisk little temper
That is not always mild,
And gives her the appearance
Of a spoilt, saucy child,
Has my Jennie.

A hand that can soothe.
That can finger the keys,
Or make up the pie-crust,
And do all with ease,
Has my Jennie.

A trim little foot
That can wear out the shoes,
Or skip in the waltz
If its owner but choose,
Has my Jennie.

A flashing brown eye
That shines like a star,
And sparkles with anger
When she is at war,
Has my Jennie.

A pert little mouth,
That is saucy and neat,
As if made just for saying
Things bitter or sweet,
Has my Jennie.

A character as pure
As the white driven snow,
And a will that is able
To keep it just so,
Has my Jennie.

A heart full of sympathy
For those in distress,
Or that throbs in its rapture
At a loved one's caress,
Has my Jennie.

I pray that my love for her
May never grow less;
And that the Lord in His goodness
Will my home always bless—
With my Jennie.

East Line.

NORWALK, OHIO, February 11, 1890.

Editor of Firemen's Magazine:

Seeing that my first attempt as a scribe found a place in the *Magazine*, I thought I would try again. Business is still good here. The company received the three new engines last week that I spoke of in my last letter, and as I predicted, three of our B. of L. F. boys stepped over to the right hand side—Bro. Twist to run the night yard engine here and Bro. Burns to run the little "6" on work train. They both have served the company long and well and deserve their promotion. It has been hard work to keep track of the changes here on the road for the past two weeks. Bro. Exler first changed from freight engine "25" to passenger engine "22," then from that to night hostler in Bro. Burns' place. Bro. Fetta our bustling Magazine Agent, changed from freight engine "25" to a passenger run from here to Toledo and anyone who had seen him before the change would hardly know him now. You would take him for a dude with his clean suit of over clothes every other day and stand-up collar. When he was on the old "25," one clean suit a month was often enough. Now he has no feeling for us poor freight boys. He will go by, and seeing us laying on the side track, waiting on him and other trains, and all the regard he has for us is to say: "Be patient, boys; that is the way I got my start." There will be another change the first of the week, when another of our boys will get a passenger run. That is what we are all working for, and we are glad to see our members get there. There has been a great deal of kindness with us for the past month—"King Grippe" laid his hands on a good many of our brothers, not only that, but a sad accident occurred since my last writing, in which Bro. Herron nearly lost his life, in fact it is a miracle that all of them were not killed. They were running backward with the caboose to the mines after a train of coal and were running about forty miles an hour, when the tender jumped the track on a curve at a 10-foot fill, and the old "37" went into the ditch and turned over with the ca-

boose on top of her. All escaped with slight bruises with the exception of Bro. Herron, who was injured about the back very badly, and is just getting so he is able to get about with the aid of crutches, but it will be some time before he will handle the scoop again.

The "37" is in the back shops now for a general overhauling. There are several of our engines that need to follow her there. Engine "29" and engine "16" went in this week. I guess Bro. Clark will have to hustle freight while the "16" is in, as the boys are worked pretty hard now. The beloved "31" is on the road again and really looks as if they had jacked up the number plate and run a new engine under, and Bro. Denis (the red-headed nigger) thinks there is none like her. Well, No. 198 is still booming. The boys are still coming into the good old Order as fast as they become eligible. We have two applicants ready to ride the goat now, and I am glad to say they are all sending in their applications as fast as they can. Well, the caller is after me, so I will have to stop scribbling and go to handling the scoop instead of the pencil, so for the present I remain,

Fraternally yours,

Reuben Glue.

SPRINGFIELD, MO., February 4, 1890.

Editor Firemen's Magazine:

I have often wished some one would say something of Frisco Lodge, No. 51, and as I have, so far, been disappointed, I will try and give you an account of our second annual union ball, given by Division K. B. of L. E., and Lodge No. 51, B. of L. F., on Thursday evening, January 30th, at Sons of Veterans' hall, and as I was an eye witness, must say it was a perfect success, although Mr. "Grippe" had quite a number of the boys down, and as a consequence the attendance was rather smaller than was anticipated. There were sixty-nine couples present, and a jollier set would have been hard to find. The union ball was conclusive evidence of the harmony that exists between the Engineers and Firemen on the Frisco. If some of the boys who are always at outs with the B. of L. E. will just step in and see us we will show them how to get along nicely and have a good time at union balls. Old No. 51 still jogs along, just about holding her own with the world, and holds her meetings pretty regularly, and never fails to have a quorum. If we do have to get out and hunt 'em up sometimes. Wishing the *Magazine* and its worthy staff a long and successful career, I will step down and out.

Fraternally,

J. S. Carson.

TUCSON, ARIZONA, February 25, 1890.

MR. EDITOR: The home of our retired Magazine Agent, W. D. Anderson, of Cactus Lodge, No. 94, was the scene of much excitement this morning, by the arrival of a brain new boy baby weighing eleven pounds, who was immediately christened Eugene Debs, in honor of our worthy editor and manager. Mother and son are doing nicely, and the proud papa, although in feeble health, is still able to manipulate the scoop with greater vim than ever. In hopes of one day seeing his son following in his father's footsteps, I am,

Aunt.

[Such good fortune to Brother Anderson entitles him to felicitations, the best the language is capable of furnishing, and we readily confess our inability to do the subject justice, and we are still more embarrassed by the great honor that has come unbidden—and therefore the more prized—to us, and we send greeting:

Gene Anderson, my Eugene,

Dot little boy of mine,

Way out in Arizona.

You've just arrived in time.

And here's a health to you, Gene;

There's something in a name—

But whether there is or not,

May you get there all the same. —

ED. MAGAZINE.

BENNINGTON, VT., February 26, 1890.

Editor Firemen's Magazine:

The second annual ball of Marble City Lodge, No. 353, B. of L. F., took place at Town Hall, Rutland, Wednesday evening, February 12, and was attended by 155 couple of merry dancers, while as many more looked on from the galleries. The hall was beautifully decorated, and more than eight hundred trees were used for the purpose. Green and red lanterns were hung in and around the trees, and with two locomotive headlights, helped the illumination and produced a charming effect. On the stage, and back of the orchestra, was hung a miniature locomotive which attracted much attention. Supper was served at midnight at the Brunswick House, and at about 4 a.m. the last dance, a quadrille, was over, and with "I hope to meet you at our next annual," the weary but happy company filed out for "Home, sweet home," for rest and pleasant dreams. The boys all feel proud of the success attending their efforts, and have the best wishes of the community. Great credit is due the committees, as nothing was omitted to make the occasion one of unalloyed pleasure. The door prize, a lady's gold watch, was secured by Wm. A. Brook, of New York City.

Bro. Shuhan was married recently to a young lady of Rutland. On the 26th inst. they returned from their bridal tour, and were called upon by a large number of their friends, and the boys of 353 made the bride and groom a handsome present and smoked the matrimonial cigars. Grand Master Sargent is not forgotten, and that long delayed tub of Vermont butter may yet find him at his Western home.

W. H. M., 353.

HORNELLVILLE, N. Y., January 31, 1890.

Editor Firemen's Magazine:

The members of H. G. Brooks Lodge, No. 169, achieved a splendid success on the occasion of the seventh annual ball. A local paper refers to it as follows:

"Tuesday evening was the occasion of the seventh annual ball of H. G. Brooks Lodge, No. 169, B. of L. F., at the Metropolitan Hall. There were about 150 couples present. The hall was very tastefully decorated, a noticeable feature being the headlight in the gallery and an engine bell on a pedestal in front of the orchestra platform. The music was furnished by Jamison's orchestra of Bradford, consisting of eight pieces, and was excellent. About eighty couples partook of an elegant and bountiful supper at the Page House, after which dancing was renewed until the programme and dancers were equally exhausted. The L. F.'s had a splendid dance, and entertained their friends in the best of style."

Brother G. H. Fordyce and wife of Port Jervis and Brother Jesnie, of Bradford, were within and won special distinction by their graceful movements on the floor. The decorating committee are indebted to Supt. W. W. Maginiss for courtesies. The committee of arrangements understood their business and made no mistakes.

Fraternally.

One Who Was There.

CORNING, N. Y., March 3, 1890.

MR. EDITOR:—There was an incident came under my notice of a very pretty speech made by some of the Brotherhood not long since, and I thought perhaps your readers would like to hear of it in the *Magazine*. The 23d of February was celebrated in memory of George Washington, the Father of our country, and also as the birthday of another good man, Mr. James F. Roody, he being fifty-two years old. In the evening of that day he met a friend who said that a couple of the Brotherhood were going to meet at his house to visit a sick brother. Mr. Roody told him he should like to have them. About 7 o'clock the bell rang, and Mr. R. ushered in Mr. Walcott, who said he guessed they would have to wait some time for Bro. Everetts, as he was slow. Presently the bell rang again, and upon going to the door Mr. R. found three gentlemen instead of one, as expected. He asked them in and brought his great coat preparatory to going out with the gentlemen, who were Messrs. Everetts, Cushings, Parker

and Walcott, when Mr. Everetts stepped forward and said: "Pardon me, Brother Roody, but I should like, before we go, to present you this pin in behalf of Fellowship Lodge, as a token of our appreciation of your services as Master of our Lodge." Mr. R. stopped and looked very much as if he were struck, started, then stopped, and finally crossed the room and took the pin, saying as he did so: "Well, I declare, Bro. Everetts, this is a surprise. I see now why you were so anxious to meet here, and what occasioned your delay, and while I am more than surprised I can but admit that I feel this kindness greatly, and should like to say in return to the nice little speech that Bro. Everetts has treated us to, that while I am no speaker, I thank you all again and again, and will try as long as life lasts to wear it with honor and not dishonor, to the Lodge, and by all just means to further the cause we have at heart. Again allow me to say thank you."

The pin itself is a lovely gold one, with the initials of Lodge in pearl and gold, and must have cost no small sum, while Brother Roody wears it very much as a small boy wears his first boots.

For fear this, my first effort, might be condemned to the waste basket, I will close by signing myself,

One who was there.

MEMPHIS, TENN., March 12, 1890.

MR. EDITOR:—We cannot boast of talented writers here, nevertheless, there is a lively interest taken in all Brotherhood affairs. The new name question has been pretty thoroughly discussed; there are a few of our members who are opposed to any change, but I think the majority are in favor of it. For my part, I am thoroughly in favor of a change, and have seen some very good suggestions as to what would be appropriate, but no one has suggested anything yet that quite suits my notion. I think the most appropriate name we could adopt would be, "Brotherhood of Railway Enginemen." While this might be construed to include really more than is intended, the same could be said of other names suggested, and I think it more appropriate than any I have seen.

Memphis is quite a flourishing city and is one of the largest cotton markets in the country. It is a good wholesale market, and has ten railroads centering here. Her population is estimated at about 75,000 and while not the prettiest city I have seen, yet one cannot fail to be favorably impressed with her appearance and it is an old saying here, that "when one once gets Memphis mud on his feet, he cannot shake it off." I have been here going on three years, and like the place better every day.

There are two Lodges of the Order here: Bluff City Lodge, No. 55, has a membership of about 55 and Fort Pickering Lodge, No. 206, of which I am a member, has 38 members. Two years ago last month, it was organized with six members, and one year ago it had a membership of sixteen, and about that time it came near losing its charter, through the dishonesty of the Collector, then in office. On the 26th of February, 1889, we received notice from the Grand Lodge that we stood delinquent for four assessments, which must reach the Grand Lodge not later than March 1st. We had no funds in the treasury, and after discussing the matter concluded the only thing to be done was to borrow the money, which we did, on two months' time. April 25th of the same year, we gave a ball which netted us over \$200; this enabled us to meet all our obligations and left us a neat little surplus in the treasury. About this time we had the misfortune to get burned out, and lost everything except our books and a few of our most important papers; this loss amounted to about \$10.00, which reduced our surplus to almost nothing. But we did not get discouraged. The following August we purchased a full set of officers' regalia, from Zaiser, of Indianapolis, Ind., and from that time, have continued to prosper. We now have a neat little Lodge room, hold meetings every Tuesday evening, and seldom call a meeting to order with less than fifteen or eighteen members present. We have had some expulsions, and one or two withdrawals, but have kept up our growth, and have now several applications awaiting action.

During the past year there have been a great many traveling brothers through here, and it has

been our aim to treat them all with cordial hospitality; some of them secured work here and are with us yet.

There have been a few promotions. J. D. Franklin was the first. he withdrew about a month after his promotion to join the B. of L. E. Brother D. L. Forsyth, our Master, is pulling the throttle of a ten wheel Rhode Island on the K. C. M. & H.M. Brother Al Lawrence has control of a ten-wheel Rogers, and Brother C. A. Crane, our Secretary, is on the extra list of the same road. Our Magazine Agent, Brother Thos. Cosgrove, is running an incline engine, and Brothers Jno. Murray, Jas. G. Phillips, W. E. Owens and W. P. McKenna are running switch engines in the K. C. Ft. S. & M yard; Brothers J. C. Calhoun and Jas. Hilton are doing the extra running in the same yard. Brothers Wm. Devereux, Frank Rosson and Jno. Donuahue are running in the L., N. O. & T. yard.

We have heard it rumored, that some of our grand officers, will make a tour of this section before long, and we wish to assure them that we will be more than pleased to meet them, and will endeavor to make their stay in Memphis a pleasant one.

Brother Hannahan made us a call on the 19th of December, but was in such a rush, he only had time to shake hands with a few of the boys. We were giving a ball that night, and it was in the ball room that Brother Hannahan found us, and at the earnest request of our Master, Brother H. consented to make a short speech to our guests. He was introduced by Brother Forsyth, and in a very neat manner, explained to those present, the objects of the Brotherhood. He related several incidents calculated to impress his hearers favorably with the Order. He talked a little longer than was his intention and in consequence missed his train and was compelled to stay all night, but would not return to the ball room on account of being worn out, and left us the next morning on an early train.

I see by the quarterly report of our Grand Secretary, that the Order is increasing its membership, which fact must be very gratifying to all.

I have written more than was my intention, but cannot close without a word for the *Magazine*. I must say our worthy Editor has made a grand success of the *Magazine*; it is always full of interesting reading and it comes down about right on the "Corbins" and "Livingstons," and is by far, the ablest publication in the interest of labor I have seen.

Extra.

SPRAGUE, WASH. January 29, 1890.

Editor Firemen's Magazine:

Please do not leave out any more *excellent communications*. If the *Magazine* is not large enough, why, make it larger; and please send the *Magazine* to all the boys of Sprague Lodge, No. 133, and to subscribers. They are all finding fault because they are not getting their *Magazine*. As I have not seen anything from this Lodge in the *Magazine*, I will say this much, that we are in the go-ahead motion, and never shut her off until we have smooth rolling down hill. I can tell you that the boys here are all true blue.

Respectfully yours,

T. J. PETERSON.

P. S. Bro. Hannahan must have had a good Thanksgiving dinner. We added two more members to our Lodge last Sunday.

T. J. P.

[As for leaving out "excellent communications," it so happens that the *Magazine*, every issue, is full. There never was a time when something "excellent" did not have to be left out. As for making the *Magazine* larger, that would involve more cost, and it is now large enough for \$1.00.

As for the members of Sprague Lodge not receiving their *Magazines*, this should be said—they are promptly forwarded, and the fault for not receiving them is not due to any dereliction of duty on our part.]—Ed. MAGAZINE.

Frog Farming.

MR. EDITOR:—In perusing a recent issue of the *Scientific American* my eye fell upon the following article on the subject of frog farming which may be of interest to our worthy Grand Master:

"A new industry has sprung up latterly, which promises, we are told, profitable results. It is frog raising. A farm for this purpose at Menasha, Wis., is in full operation and stocked with 2,000 females, which are capable of producing from 600 to 1,000 eggs at a time. The owner of the farm gives some other interesting facts relative to the frog's habits which are not generally known. He says:

"In ninety-one days the eggs hatch. The thirtieth day the little animals begin to have motion. In a few days they assume the tadpole form. When ninety-two days old, two small feet are seen beginning to sprout near the tail, and the head appears to be separate from the body. In five days after this they refuse all vegetable food. Soon thereafter the animal assumes a perfect form. Next spring 25,000, at 20 cents per dozen, will be my reward. Figure it yourself, says the enthusiastic frog farmer, and see if there is any money in batrachia, *alias* frogs."

The foregoing paragraph reminds me of the report that our Grand Master once engaged in the frog culture under the most favorable auspices. In fact, if I am correctly informed, everything was tendered him gratis, the water being free and even the stock being captured and delivered from sheer good will.

That there must be some truth in the report seems evident for a number of the intimate friends of the Grand Master have in their possession his professional card, with his hand and seal attached, upon which one of these animals mounted on a bicycle, makes a conspicuous ornament. What vexes me is that this person away up in the woods of Wisconsin should thus infringe upon the discovery of our Grand Master and reap a harvest of fame and dimes to which Bro. Sargent should be entitled by virtue of priority. Could not this infringer be mulcted in heavy damages and a perpetual injunction served upon him to prevent further encroachments upon the rights of our brother?

RAT PORTAGE, ONT., February 19, 1890.

Editor Firemen's Magazine:

The B. of K. T. and the B. of L. F. held their second annual ball and supper on January 31st. The hall was well decorated with evergreens, and pictures of all kinds were hung around the walls. Lanterns of red, white and green were hanging from the ceiling; there were also two head lamps, one at each end of the hall, and hanging over the head lamps were pieces of gauze with the following painted on them—over one was "B. of R. T.," which are the initials of the Brotherhood of Railroad Trainmen, and over the other was "B. of L. F.," the initials of the Brotherhood of Locomotive Firemen. On one side of the hall was a painted locomotive and water tank which looked very natural, and on the other side was a representation of clouds, the sun, moon and stars, designed to represent day or night. From the ceiling was hanging the red, white and blue. There were several flags placed in the hall, and on each side of the stage hung a chart representing each Order. There were lace curtains on the windows hanging to the floor, and the floor was waxed. At 11:30 the dancing commenced, starting with a union circle. The supper was served at the Hilliard House. The dining room was decorated with evergreens, and looked fine. There was a headlight placed on the wall at the head of the table which illuminated the room from one end to the other. All were seated at once. There were between ninety and one hundred couples and the dance lasted until 6 a. m. The ball and supper throughout was a grand success.

S. S. W.

TO A FRIEND.

A blessing on your head descend from realms of ceaseless light,
And may your life, while here on earth, be one of pure delight;
A foretaste of that better life that to the just is given,
And when you leave this mundane sphere, may you land safe in heaven.

Edward Splaine.

NEW YORK CITY, January 22d, 1890.

Editor Firemen's Magazine:

The evening of December 16th, 1889, was quite a festive one for the officers and members of J. F. Bingham Lodge, No. 135, of this city. On that date they gave a ball at Lyric Hall, on Sixth avenue, to celebrate the anniversary of the organization of No. 135, under the able management of the committee of arrangements, which consisted of Bros. Fountaine, Tyler, McGrane, Bell and Campbell. It was a grand success both socially and financially. The fun commenced at 10 p. m., with a grand march, under the directorship of the floor manager, Bro. Baldy Greene, who conducted it in a manner that reflected great credit on himself and his assistant, Fred Smith.

The dances dedicated to our Grand Officers were danced with such energy and vim that it seemed doubtful if the building would stand the strain, and another dance, dedicated to J. J. Hannahan's "Cow," to the tune of "Down went McGinty," was entered to such an extent that it looked as though the programme would never be finished.

At intermission a supper was served in the upper hall, where all the good things that the market and the culinary art could furnish, were served, and quickly disappeared under the hearty appetites of the many present. After everybody had feasted, the fun began again, and continued until nearly daylight, when all departed for their homes, tired, but pleased and well satisfied with No. 135's ball.

Among the many present were noticed J. D. Campbell, Superintendent; E. J. Rauch, R. F. of Engines; D. and W. W. Thompson, R. F. of Engines, all of the Manhattan railway. Among other prominent persons present were Edw. Otty and lady, Mr. Shraeder and wife, Mr. John Dewald and lady, Mr. Polhemus and wife, Jimmy Ryan and wife, Mr. Doran and wife; Messrs. Van Tassel, Austin, Peterman, William and Dillon; also the Misses Dewald, Clark, Houston, Winters and Briggs.

Just-in-Time Lodge, No. 149, was represented by E. Ruland and wife, A. K. Hawley and lady, S. H. Harriott and wife, and E. Chambers and lady.

Adopted Daughter Lodge, No. 3, was represented by E. A. Leach and lady, J. Lovett and wife, J. Knight and wife, C. Fuchs and lady, J. Vallett and lady. Brothers of No. 155, who enjoyed themselves were Master Wetherbee and bride-elect, V. M. Tyler and wife, C. C. McGrane and wife, P. M. Fountaine and ladies, Secretary Campbell and wife, C. Denning and wife, F. Smith and lady, J. Corcoran and lady, R. Dewald and lady, Theo. Fry and lady, C. Winkert and wife, M. Gennoy, wife and daughter; C. Winkert and wife, J. L. McGrane and lady, W. P. Green and wife, A. K. Lasher, wife and daughter; Jockey Baines and Miss Ella May, George Emery and wife, T. F. Mulloy and wife; also many others too numerous to mention. Yours, etc.,

O. N. Looker.

POPLAR BLUFF, MO, February 25, 1890.

Editor Firemen's Magazine:

Thinking the members of our Order would like to have a few items from Pocatontas Lodge, No. 22, I take the liberty of sending the following:

Brother George Webster, our night hostler here, has been very sick with typhoid pneumonia but is recovering slowly. Hope to see him out again soon. Brother P. W. Humphrey, lately fireman on the Memphis passenger has been promoted to the right hand side, as engineer on the switch engine in the Memphis, Tenn., yards. Brother Wm. Granneman has a steady run now on the Cairo division, with the 494, which carries the horns. Bill says "he knows there is nothing the matter with the 494, but ain't she a daisy?" Brother Dick Andrews does not seem to come to his work as usual with a smile. Perhaps he will, a little later. Then we will let you know. Brother Harry M. Roush is on the Cairo passenger now. He says the "345" is a darling. His wife does not like his coming in at 2 a. m. and right back, with 40 minutes lay-over, but it can't be helped. Hope his wife will not sue for a divorce. Harry, you had better look out and don't let her get a divorce. Brother J. R. Phelps has got a regular engine on the Ark. division, after so long a time. We hope he will get there with both feet.

Pocatontas.

PINE BLUFF, ARK., February 23, 1890.

Editor Firemen's Magazine:

Once more I come with a few lines for the *Magazine*. When I wrote in October last I did not think I would be ridiculed for my opinion about the new name question. I am of the same opinion yet. There is really nothing to show in the arguments put forth in the *Magazine* why we should change our present name. It would only be an expense to the Brotherhood, for no benefit whatever, as I can see, would result from a change. If there is any benefit connected with the new name, I wish some one would take the trouble to inform me. "East Line" takes the trouble to reply to my writing in October *Magazine*, but don't give one point in favor of the change, only his opinion, and I think that is very one-sided. He says: "I have traveled on a Fireman's traveling card. Had the Brotherhood had a name embracing all classes of engineers my card would have entitled me to the courtesies of engineers, as well as firemen." And as there are so many engineers in our Brotherhood, why should we not mutually enjoy such privileges as engineers and firemen can give? I say, for instance, if a fireman is traveling would an engineer or fireman be more disposed to carry him over the road as a Locomotive Engineer or would they do more for him in the M. M.'s office towards getting him a job than they would if he was a B. of L. F. man? I think not. We are in favor of progress, forward and upward. Do we strive with such ability and power as stand at our command? If our progress is hindered through losses of any description, we should stop and consider how to make a change, but as long as we are progressing and not losing power, but gaining every day, let us see well what we are about before we think of making the changes some of the writers in the *Magazine* are in favor of.

Yours fraternally,

L. H. 163.

Why Engineers Get Fat.

BRACKENRIDGE, MINN., February 25, 1890.

MR. EDITOR:—Though I never see anything in the *Magazine* from No. 76, it is still alive, and its members all take a lively interest in the *Magazine* as you can judge by the "great roar" you hear when some of them fail to "corral" a copy. I think the December number is exceptionally good. I read an article by G. W. Furey, M. D., in regard to the "Obesity among Engineers" as a rule, and his efforts at an explanation. He tries to figure it out from a scientific point of view, as due to the "vibratory motion of the engine," or, "the essences of vibration being polarized by molecular agitation." I think it is easily explained. For an illustration. Suppose a farmer wishes to fatten a hog. He don't take the hog out and chase it all around a ten acre lot two or three hours every day to make it fat; he shuts it up in a close pen and fires at it all it can eat. (Probably you do not see any connection between this illustration and molecular agitation or vibra-rotary motion and fat engineers.) Dr. Furey says: "On the part of firemen, if there is any change in weight, we find him decreasing in weight." I don't see anything strange in this. It seems perfectly natural to me. Let any man start in firing and shovel from five to fifteen tons of coal every day to boil water for some steam expander to blow away for four or five years, and "flag" meals every day or two on account of financial difficulties combined with several other little things the fireman has to amuse him, such as shaking grates, eating hotel beef steak, hoeing out ash pans, scouring brass and sparking his intended. This does not have a tendency to collect much adipose matter around on his frame. Now, after several years of this kind of exercise, the fireman gets promoted to engineer, takes his place on the right side and tries to look pretty. All he has to do in the line of hard work, is to eat and tell his fireman how hard he used to have to work, and what a clean engine he always kept, and like the farmer's hog, gets fat. This change from hard work to comparative idleness, with the best the country affords to eat, I think explains the whole business, and a man who wouldn't flesh up a little under such circumstances, is sick or too "ornery" to get fat.

Fraternally,
Ole Olson

TO SHANDY MAGUIRE.

Dear Shandy I'm no M. D., know naught of pills and squills.
But I know something of *fevernager*, for I've had the third day chills.
And I've had "La Grippe" and other ills but yet, beyond all question,
Such things were angels' visits compared with your "indigestion."

It got you bad, dear Shandy, and as I read about its freaks,
I wonder if you eat hard boiled eggs and India rubber steaks.
Or, indulge in railroad sandwiches, fat pork and baked beans,—
I think so, since I've read your indigestible dreams.

Why make your stomach a depot for all sorts of produce?
Have you made no estimate of your stomach's gastric juice
Required to assimilate great quantities of cud,
And transform them into brains and bones, hair, cuticle and blood?

I wonder you didn't die; you had the nightmare, sure.
And before the horror comes again, you should try to find a cure.
There are numerous preventives, as there are for whooping cough,
But the one perhaps as good as any is, simply "swearing off."

While in Pluto's regions, did you observe his grid-dies?
Were there men upon them broiling, who once were fond of fiddles?
Or those who in waltz and reel, "tripped the light fantastic toe,"
Never dreaming they were on the road to realms of old Pluto?

You say you saw no engineers, or other railroad employees,—
If that news don't please the boys, they are awful hard to please,
A life of fire and steam and smoke, ought, no matter who may rule,
To give the boys, beyond the styx, "forty acres and a mule."

You visited "hell's half acre; a d—d sight it must have been.
Was it a d—d sight: such as when Corbin shaves his men?
Was it a d—d sight; worse than regions Anthracite?
If so, it must have been to you specially a d—d sight.

And you say you saw John Livingston, I guess he entered hell in *cop*.
Surely, the devil isn't mean enough to entertain a dog,—
He may have got on a cattle train, and with a stolen pass,
Traveled all the way to hell, as the railway shareholder association ass.

You saw now the Syndicates, Trust Barons and such fellows,
On the devil's gridirons, now floating on hell's billows,
Hell must surely have a suburb, where there is no extradition,
For a set of scamps, who when they die, we think are in perdition.

I would scorn the imputation, that your dream is just a "sell."—
But the hint that "hell's half acre" is all there is of hell,
Is so circumscribed, so un-Miltonish, so exceedingly small,
That some good people may doubt if you were in hell at all.

But I'm inclined to think you were, for I detect a smell,
Of brimstone in your poem that makes the reader think of hell.

But the devil of your poem is, that when your old nightmare,
Was prancing 'round the devil's camp, you saw no millionaire.

But should you go again, Shandy, please investigate,
A little more like a Pinkerton: get inside of the grate—
Interview the devil, and tell him, you'd like to know,
If apartments have been secured for Corbin and Bonzano.

Mickey the Fireman.

TAYLOR, TEXAS, February 20, 1890.

MR. EDITOR:—When an individual laborer occupies the position of another laborer without the latter's consent, the former is termed a scab, especially if the former is actuated by a revengeful motive, whether imaginary or real. If two or more laboring men concert a scheme, the object of which is to injure others in the performance of their labors, you will hardly deny that these "two or more men" are acting in a manner *akin* to scabs; particularly so if the object in so doing is to gratify a thirst for revenge. I believe that if one labor organization should desert its proper channel and trespass upon another similar organization for the purpose of avenging injuries received in the past; or if one order should enact laws, the object of which is to defeat another organization, it is far more injurious to the interest of labor at large, than a *regiment* of scabs.

That the dominant faction of the B. of L. E. did enact laws that were intended to embarrass the B. of L. E. is a well known fact and as far as it goes, they acted in a scab like manner, but the outrage was so glaringly apparent that it has had a reactionary effect and they are now purging themselves of the ideas and ways peculiar to the Arthur faction, and the future will bring to the front men who can comprehend the true meaning of the word "Brotherhood." It is with extreme satisfaction that we can review the history of the Brotherhood of Locomotive Firemen. For sixteen years it has made rapid strides in the advancement of firemen's interests without once doing aught that would detract from the success of other labor organizations. In the past no move has been made, no law enacted without a careful consideration of the effect it would have upon other labor organizations, and aggressive policies have been studiously avoided. This course has endeared the "Firemen's Brotherhood," not only to its own members but to all of the better class of laboring men. It has been only the aggressive, anarchial type and the "aristocracy of labor" that have attacked our policy. This calls to mind an incident which came under my personal observation within recent years. At a conference between the Joint Board of Adjustment and the officials of one of the largest railway systems in the West, an agreement was submitted by the officials to the J. B. of A. which included a clause assuring the firemen that *no more engineers would be employed*, but that firemen should be promoted instead. This clause was rejected by the J. B. of A. and for so doing they were complimented by Grand Master Sargent.

I would ask those who appear to be posted where our past policy has been wrong to that extent that should require the "radical" and revolutionary change that they so earnestly advanced? The B. of L. E. is more friendly disposed to us now than at any time since the "iron hand" of "Prince Arthur" has fallen upon us, and if the signs of the times do not fail we will hear, in the near future, in the camp of the B. of L. E., the cry, "The King is dead! long live the King?" Some are thrown into convulsions at the idea of others wishing to perpetrate what the former are *pleased* to call a "breeding pen." If, as they claim, the B. of L. E. has been a "breeding pen" I will assert that she has succeeded in "breeding" some "thoroughbreds" of which she may justly be proud. If to "breed" competent engineers from firemen of but limited experience is a something of which we should be ashamed, the fault

lies with Bro. Leach and his comrades, who, seventeen years ago laid the foundation of this "breeding-pen" they seem to abhor so much and with which I am so *extremely* satisfied. I would suggest that it is better that we should run a "breeding-pen" than to allow some of our hot-headed brothers to transform the B. of L. E. into a "slaughter-pen."

After I had written my article for the January *Magazine* I applied for the "advance sheets" of the number that would include it and the "necessary comments," so that I could reply in the following number, but for some unaccountable delay it did not reach me until the 15th of January, which relegated me into silence as far as the February *Magazine* was concerned. My apology and explanation of my "wrong doings" will appear in the March issue and I would like to see the "comments" before mailing this but as I am anxious to be in time for the April number I will forego this pleasure. I will state, by way of explanation and for the benefit of those that consider me an "infirmity" and a "curse of organized labor, etc.," that if I have been guilty of insubordination to my superiors or have "breathed treason against the Crown," I have done so because of my intense desire to avert the extermination of the "Firemen's great Brotherhood" and also to prove that it is not a fallacy to believe that it is yet possible for labor organizations to fraternize.

It has been the ascendancy of an antagonistic and aggressive element in the B. of L. E. that has brought about all of our "differences" and now that the power of this element is on the wane we should not permit our "injured feelings" to lead us to say or do things that will be used by the Arthur faction to regain their lost prestige, and in their Pittsburgh convention to crush those who so openly espoused our cause at Denver. We should look upon the B. of L. E. as our greatest ally but temporary "in the hands of the enemy." As conclusive proof of this I will introduce the testimony of Bro. E. V. Debs. Although Bro. Debs had just finished a "bout" with the correspondents in the *Engineer's Journal* he then believed that the B. of L. E. was greatly indebted to the B. of L. E. and that we should have "admiration and love" for the promoters of that Order. On page 529, September, 1886, he says of Mr. W. D. Robinson, who was the G. C. E. of the B. of L. E.:

"We have not the space to detail the early struggles and privations of this humble philanthropist, but we gladly pay to him the tribute of our admiration and esteem. The name of W. D. Robinson ought to be remembered with gratitude and love by every locomotive engineer and fireman in the land. He is worthy of a place among the benefactors of his race. The Great Brotherhood he conceived and brought into existence and the numerous others that have emulated its example are imperishable monuments to his genius and fame."

By reading the entire article it is evident that Mr. W. D. Robinson is loved and admired for his handiwork. He is a "tree judged by its fruits." Like Columbus, he never would have been esteemed but for the results of his labor. As the B. of L. E. has improved its laws since the above quotation was written I should not be censured for desiring a friendly alliance between the two Brotherhoods. It does not require a close observer to see the change, the complete somersault the *Magazine* has taken since the Atlanta convention. As to the manner in which the "Q" strike was settled we, of course, object, but this of itself is not sufficient to cause this "radical" change. Some one has been guilty of deceptive flattery or "a change has come o'er the scene" that has not been disclosed. If the course pursued by the *Magazine* since the last convention has been the cause of the repeal of obnoxious laws at Denver and the gain of friends in the ranks of the B. of L. E. (which theory has been advanced) it is a decided reflection against Bros. Sargent and Hannahan, for they have not done likewise, and therefore they must have prevented the repeal of the remaining objectionable laws and have lost friends for us. I mean by this that if the "ill feeling" that existed at Denver against our worthy Editor is proof that his present policy is beneficial to the B. of L. E., the "good feeling" that evidently prevailed there

for Bros. Sargent and Hannahan would indicate that our Grand Master's and Vice Grand Master's views were detrimental to us and should be corrected.

Generally speaking, the "official organ" of any party or organization adjusts its policy to the ideas of that organization's chosen leader, but it seems that the B. of L. E. is a marked exception to the rule. From the fact that we would hardly know that we had a "chosen leader" or that he had a "policy" if we depended upon our "official organ" for information. I have the *best of reasons* to believe that P. Sargent is opposed to another engineer's order and will use his influence when the proper time arrives in supporting the B. of L. E. against any and all comers. His silence upon this subject is unaccountable unless it is because he believes that the "bubble" will burst itself from excessive inflation. That Bro. Sargent is opposed to this "radical reform in change of government" of the B. of L. E. I feel positive and it is harassing to his friends to have abuse heaped upon him by our "official organ" and some of its correspondents because of his honest convictions. Come, brothers! it is high time that some of you were pausing in your extreme writings. When you venomously strike in all directions like a blind adder at the rustling grass you but disclose a malevolent disposition, and the fact that your hatred to another organization has driven you into paroxysms of rage indicative of dire results should an occasion present itself. How Corbin and Livingston must chuckle and laugh in their sleeves to see how fast we are "getting to our rope's end." How they must smirk and leer at each other and mock the vain attempts that are made by a few to demonstrate that it is yet possible for organized labor to fraternize.

Is it not the height of inconsistency for a writer to zealously advocate the ultimate federation of all railway organizations and at the same time strenuously support measures that are extremely antagonistic to one of the orders that is necessarily a component part of a *successful* federation? Is it reasonable to suppose that the engineers of this country will enter into a friendly compact with an avowed enemy, a rival whose success depends upon their own defeat? If the *proposed* new order should succeed in retaining all of its promoted firemen at the expense of the B. of L. E., which is a reason given in favor of a change, the life of the latter would become extinct for lack of fuel. History records that few nations have allowed their territory to be invaded by a foreign power without resorting to a struggle for supremacy. The manner in which our invasion would be contested can at present be only a matter of conjecture but it is very probable that it would "dance" while labor would "pay for the music." It would be a strategic move on their part if they should organize a firemen's "annex" to the B. of L. E., which would be something like "shimmy on your own side." If they should adopt this method of combating the new engineer's order no doubt they would be successful for a young fireman in selecting would naturally want to be on the side with the "eagle eyes."

While it is my desire that each and every promoted fireman should retain his place in our ranks I would have him do so through love for his parental order and not because they dislike the B. of L. E. If ever I possess the necessary qualification to affiliate with the B. of L. E. I shall certainly do so but will state now that in the "division" I will defend firemen's rights and in the "lodge" will be ever watchful of the interests of the engineer, and will use my influence at all times to defeat men and measures inimical to the prosperity of either order. If this is wrong I am a transgressor at heart. Suppose that instead of bemoaning and vilifying those of our engineers who in the past have considered it to their interest to withdraw to join the B. of L. E., we had bid them God speed! and suggest to them the propriety of putting in "good words" for us whenever an occasion presented itself! In addition to the above, suppose that the several thousands of "runners" we have left should take advantage of the new laws and join the B. of L. E., retaining their membership with us. Would this not be better than "fighting it out?" This procedure would be what I call "diplomacy," which I have said out

worthy Editor lacked, and for which statement I have duly apologized.

Now, I come to a subject that I did not intend to mention but as the *Magazine* has given prominence to it in the current number I will probably be excused for calling it up as "unfinished business." I refer to the two letters published in the January *U. P. Magazine*, written by Brotherhood firemen, from which I quote. A B. of L. E. correspondent at Salida, Cal., among other things says:

"Now, Mr. Editor, (U. P. Editor); To be frank with you I would much prefer to write this letter to the Brotherhood's (B. of L. E.) *Magazine* because it would reach the men who are mostly interested, but Bro. Debs would annihilate me in one of those wonderful notes of his that follow the remarks of his correspondents, etc."

Another fireman writes from St. Louis:

"But Bro. Debs admits of no sincerity where he is opposed. He has besmirched the columns of our *Magazine* with a vituperation that would do credit to the street arabs of New York. Shame! shame! Drop the rule or ruin policy and give us reasons, if you have any, why the Union Pacific men cannot be heard without abuse and slander heaped upon them. . . . When a man is advocating what he knows is wrong he gives abuse and slander in lieu of logic; that is, if his character will permit him to descend to it. However, he deceives no one, and only succeeds in attracting contempt and pity."

That the above language is too strong and extremely personal I am aware and do not think that men should express themselves so forcibly, but as our February *Magazine* gave these letters a considerable notice I know it will be "rich" reading for those who are so unfortunate as to not have their names enrolled upon the *U. P. Magazine's* subscription book. Our worthy Editor insinuates that they have been written by one person located at Denver. I presume he means the Editor of the *U. P. Magazine*. Now, does not this suggest that some of the letters published in our *Magazine* could possibly be of similar origin? This I certainly do not believe, because although our worthy Editor is a literary pugilist of renown he seldom hits below the belt.

W. S. Carter, No. 263.

MILWAUKEE, WIS., February 12, 1890.

Editor Firemen's Magazine:

In scanning the valuable columns of our instructive *Magazine* for the past two years, I was always disappointed at not seeing some remarks from the Lodge that has the honor of being the namesake of the gallant Phil Sheridan; a Lodge whose members work as valiantly for the good of the Order as did the immortal Sheridan for his country. We have every fireman in our locality in our Lodge and we are now working on our suburbs. At our last three meetings we brought in Janesville and Fond du Lac and we are going to work on this system until we have the grip upon all the locomotive firemen within our jurisdiction—men who six months ago would not join us are now our most interested members. Men who argue with us that they can get along without joining us are the ones we fasten our grip on and in a short time the flattery they expound in behalf of the order when they understand our objects and interests, makes the old veteran members feel proud. We do not allow the sayings of any of the old-timers to prejudice us against them, but make them feel the test worthy of remembrance after they see their folly. Changes are occurring in our ranks often now. Bro. Peter Fox is now firing between Milwaukee and Chicago, but when he meets any of the members he is the same "Pete." Bro. T. P. Tanner, our first Master, was assigned to a run that prevented his attending meetings. Not wishing to be a detriment he resigned for the purpose of giving the Lodge a Master who could attend the meetings. Bro. J. M. Grobhen (the little German) is our worthy Master now, and his methods and delivery of speech are drawing crowds to our meetings. We have also an attraction in our worthy Secretary, Bro. Maurice Collins (the Clan-na-Gael) who in reading the minutes of the previous meeting puts on as much style as a Lord in Ireland. He borrowed a quarter from

one of his brothers and the way he paid him back was an invitation to a New Year's dinner and then charged him a quarter for the dinner. Bro. Boggs is an invalid with the "grip," but was able to attend last meeting. Bro. Gabe McCosker will always be found on hand watching the members who, if they vary from the rules will hear from him. In fact, all the members of No. 388, have made a good start this year. Hoping this will attract our Lodge's attention, for the interest is not taken in our *Magazine* that it deserves; for 388 was one of the leather medal Lodges in *Magazine* interests last year, but this year we hope to rank amongst leaders by being victorious in our work for first prize. Fraternally yours,

"388."

BOSTON, MASS., February 26, 1890.

Editor Firemen's Magazine:

I am neither dead nor sleeping, on the contrary, during the last two or three months I have been keeping a very close watch upon the Brotherhood. I am not in any danger of congratulating our organization on the bare bone thrown into the "breeding pen" to keep the young pigs in good humor. I don't even believe that we should congratulate anybody except our loyal brothers, who are not to be coerced or flattered by the appearance of justice in any thing which does not contain it. I think we should demand, equality, justice and fraternity, and in demanding these things, not fail to give them.

Of what benefit would it be to the B. of L. E. to have such laws as it has had in its constitution, and has even now? Did it ever occur to the members of our Brotherhood that if they were not organized the engineers could and would demand the employment of engineers in preference to the promotion of firemen? In this, I think, we have the true solution of their unjust laws—plain selfishness is, it would seem, a standard by which to judge them. But, my brothers, a hog can't stand very well on ice, and selfishness cannot stand on any solid foundation. I hear some of the brothers say, and also the true men, our right hand neighbors, "it will all be right next year." I sincerely hope so. But I ask you all if it would not be far better to have a brotherhood of our own of all classes of engineers? We have eminently capable officers. Their success for the firemen means success for the engineers. Well, then, put our Grand Master at the helm and our Editor and Treasurer at the two places he now occupies, and surely Hannahan is all that we want in his line, and start an organization free from the selfishness of old. Is there any brother who thinks for one moment it would not be a success?

Now, Brother Debs, I would like to say, in connection with your "open letter" to Mr. Arthur, that our *Magazine* is the official organ of our Brotherhood, and pulsates the heart of our order in all its conditions and phases. It is not a one sided affair and never was, and I congratulate you upon your defense, not only of yourself, but of your official capacity in our Brotherhood, which you so ably represent.

Bro. Frank Walton, it is a long way, I know, but allow me to extend the hand for a clasp of true fraternity, for you voice the sentiments that I feel perfectly.

Stand by your colors brother; the battle is ours; success is to go to the right in this matter.

We are all on top of the earth here as usual.

Chas. H. Trenholm, of No. 57.

WATER VALLEY, MISS., January 25, 1890.

MR. EDITOR:—On Friday, the 17th inst., Mr. Hugh Dickson, firing engine 347 for Charles Hammond, met with a terrible accident, in which he lost both of his hands. He was standing in the gangway of his engine at Goodman, and while conversing with Bro. Price, fireman on engine 311, his foot slipped and he fell in such a way as to have his hands cut off between the wrists and elbows. Mr. Dickson is a gentleman, formerly a member of No. 279, and would have been balloted for at our next meeting. We all sympathize with him and with his little sister, whose sorrow over the misfortune of her brother is great.

Fraternally yours,

W. J. D.

THE BREEDING PEN.

Come brother of the brotherhood, you fearless, gallant men;

You splendid types of brain and brawn, not creatures of a pen;

By all the pagan gods at once pray tell each other when

The Lodge in which you meet to work became a "breeding pen?"

Come, brothers of the Brotherhood, from Lodge Fires burning bright,

Where you have so often met to uphold the right, By all the pagan gods at once pray tell each other when

The Lodge in which you've oft clasped hands became a "breeding pen?"

Come, brothers of the Brotherhood, with password, grip and sign,

You know the record of your craft, you know its high design;

By all the pagan gods at once, who made your Lodge a den?

Or something worse, more odious still, a revolting "breeding pen?"

Come, brothers of the Brotherhood, ye men of steam and fire,

What is your high ambition? to what do you aspire? By all the pagan gods at once, is the circuit of your ken

To see the Lodge where you were born an odious "breeding pen?"

No, no, my brothers of pick and scoop, we will not so transform;

We will not so disgrace the Lodge where as *Brothers* we were born.

By all the pagan gods at once, we have the pride of men;

We are not *swine*, and our Brotherhood is not a "breeding pen!"

Old Guard.

Labor in the West.

SANTA ROSA, CAL., February 22, 1890.

MR. EDITOR:—In *Scribner's Magazine* for January, is an article captioned, "Water storage in the West," which calls for a little comment. The article is finely illustrated, well written and very interesting, but it contains some gross misrepresentations concerning the condition of this part of the world, in labor matters. The author presents the different problems to be solved in water storage and describes several of the most important works. In picturing the difficulties met with, he begins as follows:

The engineer and his assistants must be brought together from distant places and will probably be totally unfamiliar with the region, its climate, and the class of labor employed. In the Southwest this labor must be largely Mexican, now that public opinion prevents the employment of Chinese. If not Mexican, then it must be the scarce, highly paid, independent white labor of the West.

In the first place, skilled men are by no means scarce and can be had in any of the cities of any size on the coast, which strictly speaking, are not very far distant places. It is a well known fact that the corporations and private concerns, as well as can and do employ Chinese laborers, regardless of public opinion. Every year Chinese can be seen chopping wood, picking fruit and hops, working on railroads and in factories, doing work that reliable white men would have been glad to perform for a reasonable compensation. The white labor of the west is too independent to accept degrading conditions as a feature of their employment; but it is not so independent as to be insubordinate or unreliable. The unemployed in San Francisco are so numerous as to be known as, "The army of unemployed," so no excuse can be found for employing coolie or other foreign laborers on the ground of the scarcity of labor. In the busiest seasons reliable men can be found with little trouble and at moderate rates. On another page we find the following:

"Moreover, the several hundred workmen must be well housed and fed, especially the latter, if they are Americans. Indeed the wishes and prejudices

of these laborers must be catered to in every particular."

This is a beautiful picture. One would suppose, that the corporation had to set up a restaurant on the plan of Delmonico's, to favor this band of epicures. We can imagine them taking two hours and a half at noon while they enjoyed their French wines and Key West cigars. It is true, that Americans will not be content with a bowl of rice, seasoned with a little stale fish, but reasonable treatment rarely fails to satisfy the average workingman. Again:

"The engineers are at the mercy of the laborers, for the latter are few and most offensively independent. They work when they choose and lay off in the same way. A pay day sees saloons and gambling houses in full blast, and but little work is forthcoming for a week."

Thus we reach the climax. It is a notorious fact, that Chinamen are far more unreliable and untrustworthy than any other kind of men unless it is Indians. They need a guard all of the time to keep them at work, are totally unable to appreciate good treatment and always ready to take advantage of their employers, and a little opium will cause the work to suffer, while John Chinaman dreams. Another inconsistency is for a company to establish saloon and gambling houses where they will cause their work to be neglected. The fact is, the picture is overdrawn to an alarming extent. The next paragraph says:

"Yet notwithstanding all these drawbacks, the extreme roughness of the country, the distance from the base of supplies, the lack of experienced foremen, the turbulence of the laborers, if the engineer has true American administrative ability, the work goes forward with astonishing rapidity."

A. T. P.

GLENDIVE, MONT., February 28, 1890.

Editor *Firemen's Magazine*:

Being at leisure, I can think of nothing more appropriate than to let the wide world know, through the columns of the good old *Magazine*, that Land Mark Lodge, No. 128, B. of L. F., still lives and flourishes at Glendive, a beautiful little city, situated on the banks of the Yellowstone river, and at the gate of the Yellowstone Valley, in full view of the vine-clad mountains, whose peaks are now covered with "beautiful snow."

On February 21 we gave our second annual ball, which all concede was one of the grandest affairs of the kind that ever occurred in the sage brush producing State of Montana.

The Master of Ceremonies was our Master Mechanic, August Brown, who nobly performed the duties of the position. The kindness of Mr. Brown was well calculated to inspire firemen with a desire to perform their duties with great fidelity. The ball took place in the Masonic Temple, one of the finest structures in this section of the country. Supper was served by Mr. J. T. W. DeJong, at the Yellowstone and was greatly enjoyed.

The dance began with the grand march and everything was as joyous as the chimes of wedding bells. At the conclusion of the ball Mr. Brown was heartily applauded and the cheers that rang out proved that the boys appreciated his kindness.

G. M. B.

NEW ORLEANS, LA., February 20, 1890.

Editor *Firemen's Magazine*:

I have the pleasure of announcing that Crescent City Lodge, No. 399, celebrated its first anniversary by giving a banquet at Brand's restaurant, No. 10 Gravin street.

Bro. M. H. Brown, Master of Endeavor Lodge, No. 267, responded to a toast in splendid style, and Mr. Stausbury, reporter on the New Orleans *Times Democrat*, was present, and did some excellent speech-making for the boys. Our Lodge is in good condition, and I trust will continue so. We have had a struggle with the engineers on the L. & N. regarding white firemen. I do not believe there is a white fireman on the Southern Division of that road.

Hoping you will let the boys hear from us, I remain a true Brotherhood man.

William O'Donnell

BILLY DUNN'S MARRIAGE.

Put Into Rhyme from a Recent Letter from the Mountains.

DEAR JACK:—I'm goin' ter surprize ye.
As ye ne'r war surprizzen afore—
I expect w'en I make the announcement.
You'll kerflummix right down on the floor.
I've made a bold break for the future—
Have struck an entirely new trail—
In short, just a week ago Sunday,
I war married to Mary Ann Vail.

Twadn't no suddint notion as struck me,
For I'd gone with the gal for a year;
An' she kep' growin' dearer an' dearer,
Till my heartstrings war all out o' gear.
An' Mary she showed her affection
In a manner I couldn't mistake;
So I wound up the m's'ry by makin'
A bold matrimonial break.

Wed gone for a walk in the cañon,
Way up thar by Emigrant Spring.
An' Mary hung on to my elbow
With a sort of affectionate cling.
An' somehow my heart got a thumpin'.
Like a pheasant'll thump on a log,
An' every deep sigh that I uttered
Sounded more like the grunt of a hog.

Then Mary, sez she, "What's the matter?"
Yer actin' jest like ye war sick;
If yer feelin' at all out o' kilter
We'd better go back down the creek."
But I tol' her that wouldn't relieve me,
An' we went right ahead on the walk.
Til we found a snug seat on a boulder
In the shadow of Catamount Rock.

My heart still continued onruly,
An' I sot thar as silent as death,
An' Mary stared 'way up the mountain,
Gittin' in double time with her breath.
I b'lieve she knowed w'at war a comin',
That I'd made up my mind to perpose,
For I seed she war sort o' excited,
An' she blushed like a wild mountain rose.

She finally remarked sort o' skeery,
"Twas a bootiful day for a walk."
An' axed me to please fer to tell'er
W'at I'd done with my usual talk.
Then my eyes to her face went a rollin'.
But my tongue wouldn't wobble a bit.
An' I looked so infernal unearthly
That she thought I war havin' a fit.

Wall, at last I could stand it no longer,
An' sez I, "Mary Ann, biz is biz,
An' I guess you are on to my racket,
Fer it's writ plain enough on my phiz.
I love ye mos' pow'ful intensely,
An' I want ye fer life as my mate—
Don't chaff me with chin about 'chestnuts,'
Fer I'm givin' it to ye dead straight."

I've loved ye, an' loved ye, an' loved ye,
But hadn't the courage to squeal—
To me yer more precious than dимon's,
From yer top-knot cl'ar down to yer heel.
Now don't go to hemmin' an' hawlin',
An' keepin' me here in distress,
If yer want ter transport me ter glory
Git a move on yerself an' say 'yes.'"

Wal, Jack, by the jumpin' creation,
She throwed both arms aroun' my neck.
An' I seed right away I war holdin'
The best winnin' hand in the deck.
Then I hugged'er up jus' like a baby—
My feelin's you can't analyze—
An' we sot thar a laughin' an' kissin'
Till the birds in the trees hid their eyes.

Wal, the parson's conundrums completed
The job in a sanctified way,
An' we danced till the light in the east'ard
Announced the approachment o' day.
Now happiness camps in our cabin,
We're baskin' in love's brightest sun,
An' a welcome awaits you, ol' pardner,
From MR. AND MRS. BILL DUNN.

P. S.—Don't you laugh at my ravin'
An' call me a spoony ol' pill—
Jes' cast yer thoughts back fer a minute,
Fer ye've bin through the very same mill.
I've thought o' my acts in that cañon
Again and again and again,
An' I think in such critical moments
A lover is really insane.

Captain Jack Crawford, the Poet Scout.

PADDY'S BROGUE SPOILT.

My Jennie hae two hazel e'en,
And hair to math, begorry;
Her purty feet and graceful mien
Has sthrole me heart, och worra.

Sure if me brogue be Scottish mixed,
Braid like a Burns' sonnet,
Ye will perceive how I am fixed,
When ye know it's love that's done it.

Frae Scotia fair is my colleen,
The land o' Brose and Gaelic,
Finst I'm from that Isle so green,—
Of praties and the balliff.

I call her my asthore machree,
"Faith you're the divil Paddy,"
And then she, wi' sich bewitchin' e'e,
Calls me her bonnie laddie.

She spakes about her "Scots wha hae,"
Of burnies, braes and bether;
And I discoorse on "Patrick's day,"
As we gang aft together.

Ane nicht ower muckle braw, ye ken,
As we gang wa' the gither,
"Och marry me!" says I, "swate Jen,"
Says she, "Gae ask me mither."

Sure spoilt intirely is me brogue;
Me friends and near relations
Will take me for some foreign rogue,
And quit their invitations.

John Tierney, Jr.

TORONTO, ONT.

CORBIN'S DECREE.

Mr. Editor—His Majesty, Austin Corbin, the Penn-
sylvania Czar,

Is a man of eccentricities, like any Russian
Romanoff,

And has issued a royal ukase against his serfs wear-
ing hair,
And has commanded Bouzano to have them shave
it off.

Mr. Editor—It is just what has been expected—what
right has a slave
To wear hair on his chin or wear hair on his lip?
When His Majesty, Austin Corbin, commands him
to shave,
And if he don't scrape his face gives him the Rus-
sian gripper.

Mr. Editor—His Majesty, Austin Corbin, says his
serfs must obey.
He's reducing them to cattle, and they'll soon find
it out.

And by and by he'll order them to eat cabbage
stumps or hay,
And to keep them in subjection will put a ring in
every snout.

Mr. Editor—I don't know where you've journeyed,
nor what lands you have explored,
But I'm willing to bet my New Jerusalem town lot
That here there is degradation more to be deplored
Than can be found among Digger Indians, or there
is known to Hottentot. *Razor.*

GALVESTON, TEX., February 25, 1890.

Editor Firemen's Magazine:

It is now a long time since I appeared in the correspondence columns of the *Magazine*, so I will try again to say a word or two.

First, I note a communication in the February *Magazine* signed "John Martin," which I am not going to roast, as Bro. Martin may presume; but, on the contrary, I wish to say Bro. Martin utters my sentiments to the letter, as the Editor well knows from a brief (?) missive I penned to him on the same subject in October last. I penned it to the Editor and not to the public, why? Because it seemed to me that diversities of opinions which were likely to produce discord should never be given to the public to comment on, as it has a tendency to bring on strife among our own ranks, and place us at war with those who should be our allies. We can never accomplish anything for the good of the Order if we strike a death blow at Protection. Let us be more chary of our criticisms in the future. Let us devote our energies to the building up of harmony and drive discord out of our encampment lines, for as sure as we allow him to remain with us just so surely will he eventually destroy us, a little here and a little there, until in a very short time fraternity will be dead in his tent; all fraternal feelings will be superceded by feelings of animosity, jealousy and envy, and then, indeed, will we be in a sad predicament. Now, let us devote our attention and energies to an uprooting of this plant and carry it outside of our lines before it begins to take firm root and spread, or it will do like the famous "Johnson grass," which some farmers in this State adopted some years ago. It began to spread very rapidly, and once it became implanted in a piece of ground that ended the utility of that place, as everything sown therein was choked to death by the "Johnson grass." No remedy—nothing was known by which it could be exterminated, and soon the entire farm was swallowed up by this voracious little plant. Just so with discord. Allow it to exist and every nobler sentiment will be choked out of existence as soon as it puts forth its first shoots, while harmony propagates the growth of every feeling of fraternity. Every noble sentiment expressed or thought immediately finds in Harmony a strong and faithful ally which will never flinch nor falter, but bear you on to victory every time. I would that I possessed the eloquence of Ingersoll, the expansive range of Talmage or the logical force of Dickens, that I could place before the Brothers this condition as I see it, but, alas! I possess neither, and can only speak or write of it with such words as come to me.

Now, regarding another matter. I have long pondered on the subject, and thought two years ago of writing on it, but as the Editor was calling a halt on account of space, I desisted, and with it most of my ideas were scattered broadcast, and now I can't collect them as I would, but will have to do the best I can. It is nothing more nor less than the manner in which men are taken into the Order. A candidate sends in his application and is recommended by some brother, and a committee is appointed to investigate. Do they do it? Seldom. I have known of applicants on a branch road making application and being recommended by a Brother on this branch, who would be placed as chairman of that committee, and they would never see the man at all, never investigate his standing, morally or socially, at all, but when the prescribed time came they would render a favorable report, and when the applicant came to be initiated there would not be a solitary Brother present who had ever seen the man before. Such is the investigation of the committees about seven times out of ten. It is no investigation at all. It is a crying shame to conduct affairs in such a haphazard way, but, nevertheless, it is continually done, and in the face of that can we expect to have good members? How can we have them under such a course?

The time was, when I had been firing an engine for years, but did not belong to the Order and did not know that such an Order existed, as I had been where Lodges were about as numerous as hen's teeth, and I started out with as good letters as a man ever carried, and got into a portion of the country where the Brotherhood flourished, and then came

the question, "Are you a Brotherhood man?" I would say no, and explain that my work had all been at points where the Order did not exist. Time and again I applied for jobs and was rejected by the master mechanic, and a man with a card would come along and get a job every time, and if the master mechanic had no job to give he would seem to feel bad about it, and frequently they have given letters of request to Brotherhood men to give to other master mechanics where they were likely to require the services of firemen. I began to investigate the cause of all this and found that to the Brotherhood was due the social and moral advance of locomotive firemen from the plane occupied by them, as I could well remember, about twenty years before (twenty-five years now) and I resolved that as soon as opportunity offered I would request admission, as I wanted a hand in the good work. The opportunity at last came, right where I was at home, where I had lived my boyhood years; where my parents and brothers and sisters were all known, and at this place I secured a position as extra fireman, and after a few months made application for membership. I had been home about a year and a half, though not able to fire during a larger portion of the time, but was around frequently with the boys, a number of whom were school mates. Did they depend on the one who recommended me? No, indeed! My eighteen years from infancy up, and then after a lapse of seven years, my return and a year and a half in which my every action was before them, was not sufficient. My record abroad must be searched out. The committee was given thirty days to investigate and at the close of that time requested another thirty days, which was granted. Letters were written and answers awaited, and when all came in giving me a character above reproach, the committee reported favorably, and I become a member, and from that time on I have always endeavored to sustain that record which I was given. I have always tried to fulfill to the letter that resolve I made with myself, and God as a witness, to do everything in my power for the welfare of the Order. My zeal has never slackened, and I have never been in the ranks of the indifferent and careless. That same zeal will accompany me to my grave. Any trust reposed in me is always carried out with what ability I have at my command, and frequently I long for greater powers that I might be enabled to do more.

Under this policy of admitting members without proper investigation we get men in who come only for the benefit they, as individuals, can receive from it. They never think that the Order is made up of the members, and that as much rests with one as another for the success of the Order. They never think that they have a duty to perform, a trust to fill. All they think of is that when they get out of employment they can get a card and on that card they can travel and find brothers who will help them over the road, and assist them to get a place as firemen, and see that they don't go hungry. That the Brotherhood owes them, is frequently their boast, and that embraces the entire object for which they become Brotherhood men. When you meet such men in your travels is it any wonder that you are neglected and mistreated? Is it any wonder that a brother who departed from home and took an extended tour came back and said he found coldness and lack of fraternal feeling in a certain section? Let that brother investigate his own Lodge and see if fraternity lurks in the bosom of every man in it. If his search proves all to be so, then he belongs to an exceptional Lodge. It is not confined to the South, nor the East, nor West, but is manifest in every section of the country, and when a traveling brother meets with one or two of them at a place he lays the charge to the entire Brotherhood of that section. It discourages him; it makes him long for home and the friendly greetings he receives there.

Can we do anything to eradicate this evil? I think so. All we have to do is to be more careful in our selections, and if we have any outsiders who can't fulfill their trust to the public, do not admit them, for they can't fulfill their trust to our Order any more faithfully, and will continue a drag and a blot on the Lodge of which they are a curse, and not a member, for no man can be a member of anything if his heart is not in the work. Do not be satisfied

with the fact that he is a fireman and can pass a medical examination, but place on your mind a requirement of character, of disposition to be faithful to every obligation, to fulfill every trust to his fellow man. Require him to be upright, honest, sober and industrious, and then if he runs the gauntlet and comes off victorious. If his examination in these qualifications point to him as one worthy, he can be admitted, and there need be no fear of the Receiver running away with the Lodge funds, or of the traveling brother going to another section of the country and working for a stake and then skipping out with his bills unpaid.

It is high time we commenced to reform, and as an ounce of preventive is worth not only a pound of cure, but a whole ton of it, let us commence the reform by not admitting those who can't stand the fire.

Yours fraternally,

Southern Cross.

LA JUNTA, COLO., March 3d, 1890.

Editor Firemen's Magazine:

Please allow me space to say a few words about Spanish Peaks Lodge, No. 328, as it does not often appear in the correspondence department of the *Magazine*. I desire to say that the members of No. 328 gave their first annual ball in the La Junta Opera House on the evening of February 21st. The occasion was one of ceaseless round of enjoyment, a splendid success, socially and financially; and reflected the highest credit upon the members of the Lodge.

Outsider.

TRINIDAD, COLO., February 16, 1890.

Editor Firemen's Magazine:

The Jaffa Opera House was all aglow with light the 14th, St. Valentine's night. It being the occasion of the first annual ball given by the B. of L. F. in Trinidad. It is during the past year that the railroad boys have become residents of Trinidad, in any great number, and when invitations for our first annual ball were issued those who were not posted thought the attendance would not be large, but when the guests began to arrive in quartettes and dozens and scores, not the slightest confusion ensued, and by 9 o'clock the opera house was crowded with one of the happiest parties that ever gathered in a ball room in Trinidad.

The attractiveness of the scene was heightened by the beautiful and appropriate decorations. On the stage were banners and emblems of the Order, and the headlights which were on the stage threw over the merry dancers a flood of light. On the stage was arranged an engine bell, which was used to ring the changes in the programme. Suspended across the hall, from the balconies, were numerous rows of lantern, alternating in red, white, blue and green, while around the balcony, in evergreen letters, was the motto of the Order, "Charity, Protection, Sobriety, Industry," which were handsomely arranged by the ladies. In the center of the stage was the charter of our lodge with the American flag drooped about it. The pick and scoop were leaning against the charter and immediately over the footlights was the word "Welcome," handsomely worked in evergreen.

Thirteen dances were mastered before the first call for supper, which was served by the Ladies' Relief Corps. The tables were well laden with rich cut glass and massive silver, well supplied with choice knickknacks and delicious fruits. Nothing was wanting—no luxury was missing.

Through the kindness of Mr. O. O. Winters and Mr. Linthurst we got transportation for our El Moro friends. There were guests from Haton and Pueblo and all seemed to be in a world where there was no care, no sorrow, no past, no future; only the vivid sense of the passionate, glorious present. The whole affair being a grand success, and one long to be remembered.

We are sure the annual hops of 344 will be looked forward to with pleasure. The committee did all in their power to make the occasion pleasant for all who were in attendance, and many of the tired, but delighted dancers were greeted by nature's headlight, Old Sol, on their way home.

Fraternally yours,

Committee.

THE INDIAN'S LAMENT.

The forest gone, the wild game fled,
My brethren numbered with the dead
And I alone of all my race
Am left to mourn in this sad place.

Yes, sad it is, but time has been
When this was all a joyous scene,
When glad at heart and blithe of cheer
I'd sally forth to chase the deer.

Yes I was happy, joyous, free,
Like the bird that flies from tree to tree,
But now like the bird that lost its mate,
My weary soul is desolate.

The pale face came with brand of fire;
He burned my wigwam, slew my sire,
My squaw, papoose, my kindred all,
Still yet I think I hear them call.

Can it be, although they're dead,
Their spirits hover where they bled,
And mourn for me my wayward fate,
Poor victim, I, of christian hate?

Edward Splaine.

SOMERVILLE, MASS., March 5, 1890.

Editor Firemen's Magazine:

Will you, or some of the brothers, please tell me and others like me, who have been considering the subject, why it is necessary to have, keep and maintain an insurance in a labor organization? Why should the ability to pay the insurance assessments determine the membership of the labor organization? Are we not running a labor organization? It is my belief that we are, and a good one, too, but why should I, who can only pay the assessments required by our labor laws, be expelled from the labor organization for inability to pay the assessments of the insurance? Why? We will suppose that I am already insured in some fraternal society, why should the labor organization say "to be a member you must insure your life and limb in our insurance?" Just suppose that I wanted to procure a situation on some railroad, all I want is the situation, but they tell me "certainly, we will give you employment, but you must join our insurance." I'll acknowledge that it makes nice material for a convention address, but if you or I had simply protection of labor to discuss and its ways and means do you not think it would be far better for all in railroad service? Surely, more time could be given to the actual needs of labor, and labor is in such a state of ferment now that it needs time for its consideration and education, and we need it. See the firemen who have been compelled by circumstances to give up the Order through the insurance, and what is true in our Order is true in others. They have been members, but their pay, perhaps, is small (the railroad men being the poorest paid of all workers for the service and risk run), and so much time and money has been given to the insurance, perhaps, that those already members could do nothing to increase their wages, and perhaps the true labor protectors were debarred the right to become members of the labor organization not liking to be dictated to by insurance, or, perhaps the inability to meet the demands of the labor-insurance scheme. When in the past I saw men give up their orders because the demands of insurance were too great, I thought it no wonder that railroad men are poorly paid and only partially organized, and I have arrived at the conclusion that it would be far better for the protection of labor to drop the insurance out the back window and the difference, if any, arising from ability and inability to pay quietly dropped with it.

Now, Mr. Editor and brothers, you will find that this is quite a subject. Men who cannot join your Order or cannot keep it up are not always scabs, I find, and I also find that we have missed many a shining light by our insurance. A labor organization is sufficient without drawing in a hazardous or extra hazardous class of insurance, in my opinion and others, also. I am a Brotherhood man from way back, too.

C. M. Trenholm, No. 57

HOW TO MANAGE A HUSBAND.

She first must catch him in the ties
Of love's delightful bondage.
Then on him she must keep sharp eyes
While he is in his fond age.
He mustn't feel one moment dull.
When yoked in marriage traces.
Or soon against his dear he'll pull.
And scorn her fond embraces.

If he should frown—remember this—
She must steal up beside him,
And on his mouth plant many a kiss:
'Tis better than to chide him.
Right soon she'll see a silvery smile
Float o'er his gladsome features,
Because he'll think her free from guile,
And fairest of all creatures.

'Tis not while in the honeymoon
A bride should look for danger,
For then he is a harmless loon,
And to deceive a stranger.
But when about three months have fled
In hymen's perfumed clover,
He on soft nonsense must be fed
Or he will prove a rover.

Observe him when night's glorious queen
Is down on China shining:
If he should sneak out late, unseen,
He's for another pining.
She never need one step advance
To ascertain his scheming;
He'll tell it by his nervous glance—
Abstracted like and dreaming.

But if domestic traits he loves,
And isn't given to roaming,
He and his wife, like sucking doves,
Will nestle in the gloaming.
Until about a year rolls by
On rosy wings delightful,
Then danger lurks in baby's cry.
If it is sour and spiteful.

A howling chorus made of squalls
Don't make a husband gracious.
When all night long come ceaseless bawls
From little imps pugnacious;
Most men against such sounds will kick:
We all hate babies' snarling,
And feel like rubbing with a brick
Each little pug-nosed darling.

Unless he is a patient man,
And full of human nature,
Created on a saintly plan,
Broadgauged in mind and stature,
He'll kick just like an army mule,
Or red-nosed bloated rables,
If she should prove a brainless fool
And plague him with cross babies.

A cunning wife can win reward
Through lifetime and hereafter,
If she will always greet her lord
With peals of silvery laughter
When he comes rolling home in glee,
All human ailments scorning,
And singing most uproariously,
"We'll not go home till morning."

The little chores about a house,
Too numerous to mention,
Should hourly from a faithful spouse
Have personal attention.
So that her lord can sit at ease,
When he comes in from labor,
Or straggle round where'er he'll please,
Or gossip with a neighbor.

She mustn't mind the hairs that cling
Upon his coat tail grinning,
Or at him fly on vengeful wings,
Or think that he's been sinning.
'Twill only make bad matters worse
To rail in jealous fury:
It ends too often in divorce
Before a judge and jury.

I here could sit till morning gray
O'er eastern hills comes breaking,
And still till night succeeds the day.
Such wise suggestions making:
On how a husband should be held
And worked for all that's in him,
By her who other maids excelled
When playing cards to win him.

But if she'll exercise the skill
Of courtship's days to catch him,
She'll mould him to her own sweet will
Until it's hard to match him
For tenderness through married life.
And loveliness unbounded.
Indeed, she'll be a happy wife,
With all delights surrounded.

Shandy Magnus

MITCHELL, SOUTH, DAK., March 5, 1898

Editor Firemen's Magazine:

I have not seen any mention in the *Magazine* Fergusson Lodge, and shall therefore be obliged a little space to say a few words. I have been member of this Order and a reader of the *Magazine* for six years, and have always taken great pleasure in reading the *Magazine*. I think the February number is the best I ever read, though I never was a poor one. Our Lodge is in first-class shape, though not very large. We are all hard workers. We are not getting in much time, and business is due to consequence of not having good crops last year. We are dependent upon the crops: no crops, no work. We have not had any snow to buck this winter, the weather has been like spring most of the time.

Now, about federating. I like the old name pretty well, but if we can do better by changing it, let us do it. I am for building up, not tearing down. I don't want any more C. B. & Q. strikes. The hard side wants to have something to say about as well as the right side. A great number of members are runners, but they stick to the Order. I think this is the general feeling of the Order. We had lots of the LaGrippe, but the boys kept worn it out and are as well as ever.

I remain yours fraternally.

Secretary

Personals.

THE boys at Jackson, Mich., are royal good fellows.

JOHN LESLIE, of No. 374, is on the Missouri National.

W. E. SULLIVAN holds the gavel when 43 is in session.

G. E. CHAPMAN is one of the wide awake members of No. 240.

A. J. EBERSOL is now Secretary of the River Lodge, at Denison, Tex.

F. J. KISTLER, better known as "Husky Joe," keeps his eye on the Lodge at Columbus.

CHAS. UNWIN, of Rat Portage, has been chosen Chairman of the J. B. of A. for the Canadian Pacific system.

G. W. NESPER collects the finances atledo, and keeps the boys in good standing on rolls.

It is reported that Horse C. Joe Vance is one of the most popular engineers on the Mackinac route.

THE promotion of Bro. Cobaugh, of No. 252, is hailed with special satisfaction by his numerous friends.

JAMES MARM, of No. 170, is now looking at Memphis, and is Gen'l Supt. of the Prospect Hill and Belt Ry.

A. N. DARRAGH, Master of No. 5, was recently laid up with a broken rib but is now up and around again.

D. F. WAGNER holds the office of Receiver for No. 162, and has no superior in that capacity.

E. C. GERBER, of No. 146, has been promoted to running a switch engine at Orange, Tex.

THE boys have it that Cribbet, of No. 24, makes good connection with the accommodation from Wichita.

J. D. McADAM has been elected Secretary of the Joint Board of Adjustment for the Canadian Pacific system.

B. J. ROSS handles the quill for Safety Lodge, No. 142, and does it in a manner to meet with general approval.

McFADDEN, of 154, and Scott, of 359, are reported to be "hustlers" in all the vigorous meaning the term implies.

THE boys of No. 263 say that Bro. Curtis has his shoes patched at Temple, and is making no complaint about the leather.

H. J. SWEENEY, of No. 273, has entered upon the matrimonial state and is receiving the congratulations of his many friends.

FRED R. TRAMP, of Tippecanoe Lodge, No. 36, is enjoying the fruits of his labor by his merited promotion to the right hand side.

J. CHRISTOFFEL is one of the popular members of No. 6. He has always a cordial grasp of the hand for a Brotherhood Fireman.

CHAS. WEDDLE, of 359, formerly a member of Old Post Lodge, No. 17, of Vincennes, Ind., is now running on the Santa Fe and doing well.

WHILE in Winnepeg Bro. Richie, of No. 262, saw a steer in harness and he remarked "that it was the first time he had seen a cow dressed up."

J. E. FRANKLIN, Master of the Lodge at Laredo, Tex., takes a great interest in Brotherhood affairs, and is bound to make a success of his Lodge.

Geo. CHESHIRE and E. D. Pearce, of No. 53, have been rewarded with promotion to the right hand side and are meeting with well-deserved success.

C. W. FISHER, T. E. Landen, R. L. Anderson, C. M. Rogers and W. F. Hetzel, of No. 247, have been promoted. This speaks well for the Kennesaw boys.

THE members of Charity Lodge, No. 5, report fifteen promotions and all doing well except "Grandpa" Steele, who, it is said, "dies on the hills."

VICE GRAND MASTER HANNAHAN reports a pleasant visit at the home of Bro. and Mrs. Amos, of St. Louis, whose hospitalities to Brotherhood men are proverbial.

ALEX. WILLIAMS is Secretary of Pride of the West Lodge, No. 6, at De Soto, Mo., and it is simple justice to say that for efficiency and faithfulness he can not be excelled.

J. S. SLANE, Master of the B. of R. B., of Chanute, Kan., is a poet of no mean abilities. During the C., B. & Q. strike he distinguished himself as a patriot as well as a poet.

C. G. BRITTINGHAM is among the brightest members of Hercules Lodge. He is a student of industrial problems, and is remarkably well posted in the labor literature of the times.

FRED. MYERS, of 188, who is a brother of Jack Myers, of 63, is said to be the "King of Goose Island." Fred. has lots of friends at Danville who would be pleased to hear from him.

CHAS. STEVENS, of 63, is said to be a perpetual victim of the "grip." The boys say he has three attacks daily, during which he keeps the waiters hustling for pie all along the line.

W. H. MARTIN is making an excellent record as Secretary of Lodge No. 281. He is prompt efficient and accurate and in all regards equal to the demands of the position he occupies.

E. F. McNULTY, of Fortune Lodge, No. 120, we are glad to know, after nine years service has been promoted. There is nothing like patience and stickability. In the long run they win.

THE impression of Bro. Clutterbuck of the people of Winnipeg was very favorable until his cap was stolen. Bro. C. is somewhat particular about having his name pronounced correctly.

FORTUNE Lodge, No. 120, is well named. It is fortunate. Just think, fourteen promotions since last fall. Capital prizes every week. We congratulate the boys on their good fortune.

FRED K. PERRIN, of No. 240, widely known as "Peter the tasty Fire-boy," was recently married to Miss Carrie Discendall. The boys all smoked the health and prosperity of Fred and his bride.

WARD SILLIMAN, one of 229's most active and earnest members, was united in marriage, on February 18th, to Miss Mary K. Behler, of Rome, N. Y. May they enjoy a long and happy wedded life.

DAN. BARRY, of Buffalo, is requested to send Bro. Hannahan that missing Thanksgiving ear and caudal appendage. As there is nothing small about Dan, he will no doubt respond with alacrity.

C. W. REEVES, of Enterprise Lodge, No. 75, is, so the word comes, the happy father of a beautiful baby. That's enterprise—some prefer the boys, but just think how drear the world would be without the girls.

D. DRENNAN, at one time a member of Lodge No. 1, at Port Jervis, N. Y., is now running a passenger engine with headquarters at Laredo, Tex. Dan. is a number one man and his future is bright with promise.

MICHAEL RABBITT does the collecting for Pride of the West Lodge, and keeps his accounts in good shape. Besides being an excellent officer Mike is a thorough Brotherhood man and a most companionable gentleman.

BRO. ELLENWOOD, of Dominion Lodge, No. 67, received a New Year's gift from his spouse, in the shape of a bouncing boy baby. The command "multiply and replenish," whatever else is disregarded, is obeyed to the letter.

CALVIN M. WOLCOTT is an eminent example of the influence a Master can wield over his Lodge. Under his administration Garden City Lodge, No. 50, has become one of the very best Lodges in the Order.

A. H. TUCKER, of Chillicothe, Mo., and a member of Livingstone Lodge, No. 389, is councilman at large of Chillicothe, an evidence that the people of that beautiful city appreciate ability. We congratulate Bro. Tucker.

THE boys at Winnepeg report that Bro. T. L. D. attended the opera on a recent occasion and afterwards had a nightmare and was found chasing a ghost through the stovepipe hole. The boys think it was the result of nicotine.

W. J. ENY is still "one of the boys," though he has been pulling the throttle a number of years. "Billy" is one of our old time members and his advice and counsel are always sought when difficult problems are to be solved.

BIG FLINT Lodge, No. 359, is having an exceedingly brilliant streak of luck. Recently three of its members, Bros. James Scott, Ed Hansen and Sherman Luper have been promoted and the Lodge feels, as it has a right to feel, happy.

WE are under obligations to Bro. and Mrs. M. A. Henry, Jackson, Mich., for their hospitalities while in their city. We had the pleasure of a visit at their cozy home on Quarry street, where we were made to feel that we were among friends.

Not long ago Bro. McAdan visited Winnepeg and while there was invited to take a drink. He promptly replied that he neither drank, smoked nor chewed whisky. He was anxious to get home and explained that his wife would need wood.

We had a call from Mr. H. A. Pike, of Philadelphia, who represents the United States Metallic Packing Co. of Philadelphia. We found him eminently capable of representing the interests of his company, and our interview was most agreeable.

Among those who should be recognized for their devotion to the interests of the Brotherhood at Danville, Ill., are Mrs. John Myers and Mrs. Partlow. When tickets are to be sold or other outside work is to be done they respond with commendable promptness.

We are informed that Bro. Sam Quackenbush, of No. 91, has quit railroading and entered upon the study of law. It is said that he has already been admitted to the district court in Denver and that he is now known as the Hon. Quack. Long may he quack.

JACK TIERNEY, of No. 74, is now a special detective on the staff of Chief Marsh, of Chicago. He is spoken of as a thoroughly efficient officer by Mayor Cregier and Chief Marsh. The many friends of Bro. Tierney, and the *Magazine* is among them, wish him all the success he deserves.

It affords us pleasure to say that O. K. Lodge, 239, Cincinnati, Ohio, is doing good work, and doing it all the time. It is a Lodge which under the guidance of Brother J. S. Sheehan, Master, pulls strong and all together, and when that is the case things always move in the right direction.

DURING his late visit to Kansas Bro. Sargent met Mr. John Buzwell, Chairman of the B. of L. E. Grievance Committee, on the Santa Fe system. Mr. Buzwell has the reputation of being a clear headed man with advanced opinions on the labor question, and the verdict is that he is the right man in the right place.

A. J. KOHLER wields the gavel when No. 141 is in session. He is an energetic and painstaking officer, and a princely companion. At his home, where we had the pleasure of visiting not long since, we found the ideal "sweet home" that has stirred the hearts of orators and poets, and is among the dearest words in our language.

Few Lodges in our Order are more wide awake or display greater enthusiasm than Prospect, No. 162. The members are courteous and obliging, and above all they know how to receive and entertain a Brotherhood man. With them the term brotherhood means more than a mere empty sound; it has a robust and cheering significance.

GRAND MASTER SARGENT had the pleasure recently of meeting Mr. J. L. Barnes, Supt. of the Southern Kan. Div. of the Santa Fe system, and speaks of that gentleman in eulogistic praise. Mr. Barnes is as genial a gentleman as he is a thoroughly equipped railway official, and those who are brought in contact with him universally esteem him.

WHILE at Elkhart, Ind., not long ago, we were the guests of Bro. and Mrs. W. W. Howard, and never were we more hospitably entertained. The tables were bountifully supplied and everything that comfort could suggest was provided for our delectation. Such incidents are fraught with incalculable pleasure, and bless and beautify life a thousand fold.

GRAND MASTER SARGENT is in receipt of an elegant polished brass monogram "B. of L. E." from Bro. Frank Robertson, of "Old Kentucky" Lodge, No. 101. The monogram is artistic in design and finely finished, and now adorns the desk of the Grand Master, who returns his profound thanks to Bro. Robertson for the valued memento of his friendship.

J. M. HAMM, member of Snow Fl. Lodge, No. 238, sent in twenty-two subscribers to the *Magazine*, accompanied with the cash. Bro. Hamm is simply a private member of his Lodge, but he shows what could be done for the *Magazine* members if they would only make the effort. Bro. Hamm has our thanks for his good work, which assures him is appreciated.

NO BETTER man was ever promoted to the right hand side of an engine than Bro. Motter, Secretary of Lodge No. 174, Harrisburg, Pa. He has all the qualifications necessary for a first class engineer, and that he will meet with success without saying. As Secretary of his Lodge Bro. Motter acquitted himself with the greatest credit and the *Magazine*, while felicitating him on his advancement, wishes him the fullest realization of his ambition.

THE Grand Lodge officers were honored with a call not long since from Bro. Geo. E. Kendall, Receiver of Sprague Lodge, No. 133, Sprague, Wis. who accompanied the remains of the late Bro. J. Burroughs, of Hercules Lodge, No. 63, from Washington, where he was killed on the Northern Pacific to Danville, Ill., his old home, where he was buried. Bro. Kendall made a most favorable impression on all who met him. He has all the elements of a true Brotherhood man, as all will certify who had the pleasure of grasping him by the hand.

WE are in receipt of a private letter from Bro. S. Vaughan, member of Dominion Lodge, No. 67, and a member of the Grand Executive Board, dated at Vicksburg. Bro. Vaughan went south some months ago in search of health and employment, and his hosts of friends will be glad to know that his health has greatly improved, and that he is now employed on the L. N. O. & G. R. R. (Mississippi Valley) and is doing well. He regrets that he did not get south sooner, as the climate seems to agree with him. On the L. N. O. & G., the oldest men are favored with the steady runs, but in due time Bro. Vaughan hopes to have a run out of New Orleans city which he greatly admires, and where his wife and children are now residing.

Regalia for Sale.

A full set of B. of L. E. Officers' regalia (three pieces), and seven members' regalia, in good order can be purchased at reasonable figures. Goods subject to examination. Address, W. J. Dintings, Box 347, Tamaqua, Pa.

Kinne's Time Book.

We are authorized by J. J. Lannan to state that he has given up the agency for Kinne's Guide, Pocket Book, and that anyone desiring such a book should address, G. R. Kinne, Hornellsville, N. Y.

Ft. Pickering Lodge, No. 206, has the reputation of giving the grandest balls in Memphis. They have a social standing in the community which would be hard to beat.

DURING our recent visit to a number of Lodges, we had the pleasure of riding with Mr. Mogford, of Jackson, Michigan, conductor on L. S. & M. S. R. R. from Jackson to Ft. Wayne. We found him a courteous gentleman of large intelligence, and well calculated to advance the interests of the road he represents.

AT De Soto, Mo., the several brotherhoods of way employes are in thorough alliance with each other. There is mutual confidence and mutual respect and sympathy. Our De Soto brothers set an example that is to be commended and should be universally emulated.

IN our visit to a number of our Lodges in February we had the pleasure of meeting Bro. R. F. Miller, Master of Ft. Wayne Division, No. 136, R. of R. T., and connected with the N. Y. C. & W. L. R. R. We found him a most agreeable gentleman whose acquaintance we appreciate.

We had the pleasure recently of meeting in our office, Bro. A. J. Schever, of the R. of L. E., who represents the American Brake Co. and the Westinghouse Air Brake Co., and is a member of Division No. 23, Springfield, Ill. We were glad to meet him and to know that he is meeting with success in his present position.

The meetings lately held by Grand Master Sargent in Kansas were attended with more than ordinary success. The Lodges were found in good condition and the members enthusiastic in praise of the brotherhood. A full report of the meetings was prevented on account of lack of space.

We are indebted to St. Lawrence Lodge, No. 15, for a copy of the *Montreal Star*, of its Christmas issue, and nothing superior of its kind has it been our good fortune to see. The illustrations are simply superb and reflect the highest credit upon the publishers. We are very thankful for the specimen copy secured.

WILLIAM H. HIFF, of Osage Lodge, No. 366, who sometime since lost his life while at the post of duty, was highly respected by his brothers of the Lodge. His remains were taken from Ogden City, Utah, to New Jersey, near Paterson, and, as a mark of respect, the Master of the Lodge accompanied them. The Lodge passed resolutions of a highly complimentary character, which were published in the *Ogden Standard* of January 31st.

WHILE at Danville, Ill., recently we were shown a magnificent painting of a locomotive in the Lodge room of Hercules Lodge, No. 63, of which the members are justly proud. The painting is six feet in width and eight feet in length and is a remarkably clever piece of work. The artist is F. W. Foat, master painter of the C. & E. I. shops, who presented the painting to the Lodge. It is embellished with the motto of the Order, the monogram B. L. F. and displays artistic ability of a high order.

THE D. L. & W. R. R. is certainly most fortunate in the selection of its Master Mechanics. They are the officials with whom locomotive firemen come directly in contact and for this reason are more discussed among firemen than any other officials. We have elsewhere referred to Mr. Griffith, Master Mechanic of the Buffalo Division of the D. L. & W., and in Mr. W. H. Lewis, on the Hoboken Division, the road has a Master Mechanic who has won, by his uniform kindness and high sense of justice, the respect of the men he controls and as a consequence conditions are such as it would be difficult to improve upon. Under such circumstances it affords the *Magazine* satisfaction to congratulate Brotherhood firemen on the D. L. & W. upon their great good fortune in having Master Mechanics who know when they do their duty and are generous enough to appreciate merit.

THE numerous friends of Bro. William Flanigan, member of Island City Lodge, Brockville, Ont., will be pained to hear of his death, which occurred recently. Bro. Flanigan had been in poor health for a number of years, and went to California in hopes that the climate would prove beneficial. In this he was doomed to disappointment, and returned to his home at Brockville where his earthly career came to an end in the prime of his young manhood. He was one of the oldest members of No. 69, and his death is deeply lamented by all who knew him.

MR. T. R. FREEMAN, member of Division No. 111, B. of L. E., Chicago, Ill., whose business place is corner Clinton and Fulton streets, Chicago, represents Mack's Injector, now in extensive use throughout the country. The National Tube Works Co., Boston, Mass., are the manufacturers of Mack's patent injector, or boiler feeder, and have issued a pamphlet elaborately illustrated showing the construction and working of the injector and how to connect it with the boiler outside and inside of the cab. A pamphlet in the hands of engineers readily explains matters and is calculated to be of special service.

WHEN a railroad corporation is so fortunate as to have a good Master Mechanic, a man who understands men as well as machines, as is the case with the D. L. & W., where Mr. Fred B. Griffith holds the position on the Buffalo division, things move along and friction is reduced to the minimum. Grievances are seldom heard of and are always promptly adjusted. The men realize that they are regarded as men, and work with a will to promote the interests of the road. No better Master Mechanic than Mr. Griffith holds a position on any road in the country, nor has any road a class of employes more ready to respond to any demand upon their skill and energies. This is as it should be.

THE Meadville (Pa.) *Republican* of December 30th, 1889, says:

After a good many years of faithful service at the scoop, several Nypano firemen are to receive their graduation and pass to the right side of the engine. Mr. Albert Lamb will make his first trips as an engineer to-day on train No. 82, Mr. Aaron Van Riper will make his initial run on train No. 81, and Mr. William Delo will make his baby run on some other train. In addition to these three, Firemen Clark Winegar, nephew of Engine Dispatcher Richard Winegar; P. H. Maybee and F. F. Lefever are on the list for early promotion.

Congratulations to the gentlemen named are in order for more reasons than one. In the first place, there is no more honorable, and certainly no more responsible position in life than that of a locomotive engineer. It is his hand alone which controls the rushing trains, freighted with human life, and the grave importance of such a responsibility calls for men of nerve, judgment and experience. When men serve a successful apprenticeship on the Nypano and are promoted to be engineers it is pretty good evidence that they are good men. There are few roads, if any at all, which required a longer or more severe apprenticeship, and to this fact can be credited largely the superior class of locomotive engineers with which the Nypano is to-day equipped.

All the friends of the young men named will congratulate them on their promotion, and hope they may meet the same success at the throttle as they have won at the scoop.

The engineers of the future are the men who will be taught in the Firemen's Brotherhood—most of them.

We have received a copy of a "Directory" of Atlanta Division, No. 207, and Gate City Division, No. 338, B. of L. E., containing the names and addresses of the members of these Divisions, compiled by Mr. J. D. Harris, a member of No. 207. The little book is of convenient size, and is embellished with pictures of the Grand Officers of the B. of L. E. The Directory is in many ways valuable, and shows enterprise on the part of Bro. Harris, the compiler.

WHEN the Constitution of the Brotherhood of Railroad Trainmen or of Switchmen, or other documents, relating to their Orders, are received by our Lodges, it is to be hoped that Brotherhood firemen will do all in their power to place them where they will do the most good, the idea, being, to help these Orders, in every practicable way, to extend their organizations, thereby strengthening federation. The good work is going bravely on and final triumph is assured.

P. H. KELLEY.

The outside world knows little of the Brotherhood of Locomotive Firemen, except that its members keep the fires burning on the engines that go thundering over the continent. It may be known that the Order has an insurance system, by which the heirs of a member in good standing, upon his death receive \$1,500; but outside of the charmed circle of the Lodge little is known of the ten thousand acts of friendship and sympathy performed daily by the members of the Order, acts which ought forever to silence the croaking, fault-finding tongues of those who oppose the brotherhoods of railroad employes, and labor organizations generally.

Some time since, Brother Patrick Kelley, a member of Arbitration Lodge, No. 320, East St. Paul, Minn., lost his life on the Grand Island railroad. Far away from home and a comparative stranger, he was not without friends, and when he fell at his post of duty, the members of St. Joseph Lodge, No. 43, were quick to respond to any demand, and to demonstrate that the words fraternity, fellowship, friendship, sympathy, and the like, have a meaning which adorns and glorifies the Brotherhood. The St. Joe Herald, in referring to the subject, said:

The remains of Patrick Kelley, the fireman who was killed near Troy on Saturday last, arrived at the Union depot on passenger train No. 4 of the Grand Island railroad at 6:10 last night. The casket was taken from the express car by a deputation of the St. Joseph Lodge, No. 43, of the Brotherhood of Locomotive Firemen. The Brotherhood men who assisted in bestowing the last sad honors on their late comrade were as follows: W. E. Sullivan, J. E. Shortle, M. Toohey, John O'Dowd, Philip Nagle, George Panchon and Charles Blake. A number of the Brotherhood were also present to give such assistance as might be required.

Long before the Grand Island train was due the platform of the Union depot was crowded with members of the Brotherhood. When the train, which was 40 minutes late, finally came in there was a rush of firemen toward the express car which contained the remains. The brotherhood wore their regalia and just as soon as the wheels of the cars ceased to revolve a truck was wheeled up to receive the remains of their late fellow member. A "brotherhood" regalia was thrown over the rude box and it was then taken to the transfer which was to take it to the Chicago, St. Paul and Kansas City line to Marshalltown, Ia. The devotion of the Brotherhood to their almost unknown brother is worthy of mention. In the group which honored

him by their presence was George Panchon, the engineer for whom Kelley was "firing," when the latter met his death.

Kelley's body after being received at the Union depot was transferred to the Chicago, St. Paul & Kansas City railway depot, and transferred to Marshalltown, Ia. O. R. Wainright, claim agent of the St. Joseph & Grand Island, and Charles Kicker, representing the Brotherhood, accompanying the remains to Marshalltown. The mother of the deceased lives at Marshalltown and at her request the remains were sent there. She is now confined to her bed with sickness, but did not want her son interred among strangers.

In this case it is seen how generous was the action of No. 43, which in addition, sent one of its members to accompany the remains to Marshalltown. The railroads were generous, defraying all expenses and also sent a man to take charge of the remains. We chronicle such incidents with mournful satisfaction, because they illustrate, more than anything else, the humanizing, christianizing principles inculcated by the Brotherhood, and speak to firemen more eloquently than words; that the Brotherhood is worthy of their support and ceaseless fidelity.

Addresses Wanted.

Harry Lewis—A member of Dominion Lodge, No. 67, left Toronto about a year ago where he was fired on the G. T. R. Anyone knowing of his whereabouts will please correspond with D. Bracken, King street West, Toronto, Ont.

C. D. Daymude—Is requested to correspond with Frank Vaughn, Secretary of River View Lodge, No. 330, 319 Berger avenue, Armourdale, Kan. We last heard from he was at Piedras Negras, Mexico.

Amusements.

A GRAND BALL.

The Whitehall, N. Y., *Chronicle*, of February 2 comes to us with a column article devoted to the description of a grand ball, given under the auspices of Saratoga Lodge, No. 209, B. of L. E., but which was really a federated ball of locomotive firemen, engineers, their wives, sisters, mothers and sweethearts. Beautifully illustrative of the fact that the two great Brotherhoods, whether in Lodge or cab, in the waltz or the waltz or in the grand march of the train, whether listening to the voluptuous music of strident bands or the roar of driving wheels, the scurrying steam or the clamor of bells, they are "twin Brotherhoods," the members of which share each other pleasures and perils, and alas, too often going down to death together.

We conclude the Whitehall ball was altogether lovely—a ceaseless round of enjoyment without unpleasant incident to mar the happiness of the and festive pleasure seekers. It was an occasion when

"The bright and youthful dancers meet,
With laughing lips and winged feet;
And golden locks come flashing by,
Like sudden sunshine through the sky."

The music was faultless—as Milton would say—

"Unwisting all the chains that tie
The hidden soul of harmony."

The decorations were in keeping with the mu. Exquisite taste was displayed and Dale Silk Mill was transformed into a bower, and no wonder. *Chronicle* says "all previous occasions of like character were eclipsed."

The rain, during the day, came down in torrents but the ladies were equal to the occasion, and with "fair women" go gallant men will follow.

The scene must have been one of bewildering beauty—flowers, plants, evergreens in lavish profusion, the voluptuous swell of the music, the smiles and bright eyes of the ladies. The occasion was not only

A dancing treat
Where twinkling feet

kept time as joyous pulses beat, but a musical festival, where not only the bands played, but where there were

"Voices of melting tenderness that blend
Blend with pure and gentle musings, till the soul,
Commingle with melody, is borne,
Rapt and dissolved in ecstasy, to heaven."

Nor was this all. The banquet was of the rarest viands, and the delicacies were taken in with the idea that "we will eat, drink and be merry," for after the banquet, the dance begins again.

Most heartily does the *Magazine* congratulate the engineers and firemen upon the success of their grand ball, February 14th, and may the Brotherhood often meet under auspices so well calculated to strengthen and beautify fraternity and federation.

The members of J. H. Kirk Lodge, No. 376, gave their first annual ball February 14th, at Kemper Hall, Horton, Kansas. It was in all regards a brilliant affair, and as a matter of course, the boys feel proud of their first venture. The Horton *Commercial* devotes considerable space to a description of the decorations of the hall, which must have given it the appearance of fairy land. Electric lights, head-lights, flowers in profusion, splendid music, together with emblems of the Order, combined to produce the most pleasurable emotions. The *Commercial* says: "Everything went merrily forward and at 12 o'clock supper was announced at the Magic City, where nearly all repaired for refreshments. After supper the dancing continued until about 2 a. m. and all departed for their homes, complimenting the members of the Order who had the ball in hand. It was universally pronounced the most enjoyable occasion Horton has had for some time. The Brotherhood netted a handsome sum, which goes to the treasury of the Order."

The first grand ball given by Cook Lodge, No. 358, West St. Paul, occurred on the evening of January 21st, and was all that the most sanguine had hopes for. The members of No. 358 worked harmoniously for a good time, and were amply repaid for their work and solicitude; but, as in all such cases, the responsibility rested largely with the various committees. In this case the committee of arrangements are Bros. E. Snyder, William Perrin, John Moorhouse, William Fox, P. Anderson, D. Herb and H. Penny, and they performed their duties with an eye to success, and achieved a victory. Bros. C. McKay, F. Stebbins and J. Lynch were the reception committee, and their politeness added much to the pleasure of the occasion, while Bros. M. Leahy, P. Bolton and F. Porker, as the floor committee, kept order; and under their watchful care everything proceeded in a way to win the applause of fair women and gallant men. The occasion was one of great enjoyment, eminently creditable to No. 358.

Altoona Lodge, No. 267, B. of L. F., gave its third annual ball on the morning of February 14th. But the occasion was not exclusively for the "light fantastic," on the contrary, the large assemblage at the Mountain City Theater building was permitted to listen to an address from Mayor Turner, who paid a just tribute to the firemen, referring to the perils of their calling.

The music was superb, and having rendered a selection of great beauty with charming effect, a well timed address was delivered by Grand Master F. P. Sargent. The Altoona *Tribune*, referring to the subject says:

Mr. Davis then introduced to the assemblage Mr. F. P. Sargent, of Terre Haute, Ind., Grand Master of the Order in the United States. Mr. Sargent is an exceedingly pleasant speaker and he thoroughly pleased all who heard him last evening. He spoke of the gathering being one for social enjoyment and therefore he would not enlarge upon the more serious side in the life of the engineers. Their life had much of peril in it: there were many narrow escapes and many were the accidents. Even though the engineers might not think of the perils which they might encounter, there were others who did. In their homes there were wives and children and aged parents to whom these perils were ever present and who were always fearful of some accident which

might befall their loved ones. The brotherhood protected these wives and children and aged parents so that should the loved ones meet with accidents they would not be left entirely without resources. The speaker referred to the firemen before him as being but a small band when the full strength of the organization was named. There were 18,000 members of the brotherhood in the United States and the Order was constantly growing in numbers. When Mr. Sargent closed his address he was lustily applauded.

The *Tribune*, in further reference to the delightful occasion says, that after the conclusion of Grand Master Sargent's address, the grand march was formed and was participated in by fully one hundred couples and was led by Mayor Turner and Mrs. D. A. Reagan, followed by Grand Master Sargent and Mrs. Williams, of Cincinnati. The grand march concluded the regular order of dancing was then taken up and continued until the early hours of this morning. The dancers were prompted by Mr. George Moore. The programme for the ladies were very beautiful. The ball was in the charge of the following gentlemen: Master of ceremonies, C. C. McFormick; general floor manager, J. C. Koehendörfer; assistants, A. B. McGaughey, S. D. McIntosh, C. H. Ross, W. E. Burket, E. K. Gerhardt, M. H. Bradley, John McNellis; committee, F. A. Davis, G. W. Gipple, G. W. Glasgow, William Dougherty, J. S. Stair, D. Sammel, J. Dougherty and T. D. Moore.

The *Magazine* felicitates No. 287 upon the brilliant success of their third annual ball.

According to the Rochester *Herald* of February 12th, Rochester Lodge, No. 99, B. of L. F., gave a most enjoyable entertainment at Odd Fellows Hall, that city, on the evening of February 11th. The entertainment was musical, literary and terpsichorean, and the *Herald* says:

An instrumental duet by Mr. and Mrs. W. S. Dunn opened the exercises, after which Colonel S. D. Richardson recited "Hancock at Gettysburg." Then came a vocal solo by Mr. Thomas Filmer, which won great applause. This was followed by a comedietta, "A Happy Pair," rendered in good style by Miss Gertrude E. Weaver and Mr. T. D. Stanton. Mr. William Lyons favored the audience with a concertina solo, and Mr. Sherman Randall recited "The Deacon's Mistake." The appearance of the formidable "Doc" Sturdevant on the platform was the signal for a storm of applause, which was repeated at the close of his mirth-provoking song with banjo accompaniment. Little Blanche Pruyn's recitation, which came next, was nicely done, and the railroad sketch, "Jim and Joe," given by Mr. E. E. Pruyn and Colonel Richardson, was received with marked demonstrations of approval by the audience. Following this came a song by the "M. D. T." Quartette, and a sketch by Colonel Richardson and "Doc" Sturdevant closed the programme.

The floor was then cleared, an orchestra began to discourse strains of sweet music, and the jolly firemen led out their partners for the grand march, which inaugurated a dancing programme of twenty numbers. It was long past midnight before the fun ceased and the dancers dispersed to their homes.

Such entertainments illustrate the social and educating advantages to be derived from a membership in the B. of L. F., and we hope that they will indefinitely multiply throughout the bonds of the Brotherhood.

Acknowledgments.

SALIDA, COL., February 10, 1890.

To The Brotherhood of Locomotive Firemen:

GENTLEMEN:—Through the columns of your most estimable *Magazine*, I desire to express to the Order, my heartfelt thanks for the promptness with which I received a draft for \$1,500 on the policy of my late husband, Wm. H. North, of Mount Ouray Lodge, No. 140. I also wish to sincerely thank the members of No. 140 for their kindness to me in my bereavement and for aiding many others in time of need, is the earnest wish of

MRS. KATE NORTH.

WATERLOO, IOWA, March 5, 1890.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Please allow me to express my sincere thanks to the brothers of Cedar Valley Lodge, No. 30, for their very kind attention shown me during our late bereavement in the death of my son and brother John Clasey, who was killed in a wreck, November 24, 1889. Also for the floral design presented to me for his casket, and for the promptness of a draft for fifteen hundred dollars, (\$1,500), in full payment for policy held by me in the B. of L. F. May God be with you all in the hour of need, is our earnest prayer.

Your truly,
Mrs. Barbara Clasey and Family.

MATTOON, ILL., March 3d, 1890.

To the Officers and Members of Beacon Lodge, No. 111, B. of L. F.:

GENTLEMEN:—I take this method of returning to you, and through you to the Brotherhood of Locomotive Firemen, my most sincere and heartfelt thanks for the payment of the insurance. (\$1,500.00) one thousand five hundred dollars, held by my late husband, Milton Shane, and with them my best wishes for your continued prosperity and welfare. It seems scarcely a day since his form was brought back to a home which he had left only a few short hours before, in all the pride and glorious strength of manhood; a home which will now know him no more forever, save in memory. With his going out went the brightest part of my life. He was a true, kind and loving husband. He had been unable to accumulate a competence and, but for his thoughtfulness in a manner provided by the organization to which this is addressed, life would have been a weary struggle, but you made his future care possible, although his remains now lie in the cold, damp ground, he has not left me empty-handed. May the great God, who holds the world in the hollow of his hand, forever bless and perpetuate the order which looks after the widow and the fatherless. Again, I return my gratitude, and may the bright sun of the order never set, or its lustre be dimmed. Thanking you again and again, I remain

Yours respectfully,
Mrs. GEORGIE SHANE.

Electrical.

1. How strong a current is used to send a message over an Atlantic cable? A. Thirty cells of battery only, equal to thirty volts.

2. What is the longest distance over which conversation by telephone is daily maintained? A. About 750 miles, from Portland, Maine, to Buffalo, New York.

3. What is the fastest time made by an electric railway? A. A mile a minute, by a small experimental car. Twenty miles an hour on street railway system.

4. How many miles of submarine cable are there in operation? A. Over 100,000 miles, or enough to girdle the earth four times.

5. What is the maximum power generated by an electric motor? A. Seventy-five horse power. Experiments indicate that 100 horse power will soon be reached.

6. How is a break on a submarine cable located? A. By measuring the electricity needed to charge the remaining unbroken part.

7. How many miles of telegraph wire in operation in the United States? A. Over a million, or enough to encircle the globe forty times.

8. How many messages can be transmitted over a wire at one time? A. Four, by the quadruplex system, in daily use.

9. How is telegraphing from a moving train accomplished? A. Through a circuit from the car roof, inducing a current in the wire on poles along the track.

10. What are the most widely separated points between which it is possible to send a telegram? A. British Columbia and New Zealand, via America and Europe.

11. How many miles of telephone wire in operation in the United States? A. More than 170,000, over which 1,055,000 messages are sent daily.

12. What is the greatest candle power of arc light used in a light house? A. Two million, in the light-house at Housholm, Denmark.

13. How many persons in the United States are engaged in business depending solely on electricity? A. Estimated 250,000.

14. How long does it take to transport a message from San Francisco to Hong Kong? A. About fifteen minutes, via New York, Canso, Penzance, Aden, Bombay, Madras, Penang, and Singapore.

15. What is the fastest time made by an operator sending messages by the Morse system? A. About forty-two words a minute.

16. How many telephones are in use in the United States? A. About 300,000.

17. What war vessel has the most complete electrical plant? A. United States man-of-war Chicago.

18. What is the average cost per mile of a trans-Atlantic submarine cable? A. About \$1,000.

19. How many miles of electric railway are there in operation in the United States? A. About 400 miles, and much more under construction.

20. What strength of current is dangerous to human life? A. Five hundred volts, but depending largely on physical conditions.—*Age of Steel.*

THE QUICKSANDS OF NEBRASKA.

Quicksand is found in nearly all parts of the country, but in very great quantity along the Platte River, in Nebraska. It is composed principally of mica, or small particles of rock disintegrated from large bodies of rock and subjected to a continuous washing process. The water removes all the raggedness or angular shape from the particles. The fragments become smooth and slimy and slip upon each other with the greatest facility, so that any heavy weight resting upon this sand causes the particles to be displaced. They separate from the center, allowing the weight to sink until a solid basis is reached. When particles of sand are ragged and angular, any weight pressing on them will crowd them together until they are compacted into a solid mass. A sand composed of mica or soapstone mixed with water seems incapable of such consolidation.—*Globe-Democrat.*

Mr. Terence V. Powderly is undeniably the foe of the grog shop. While addressing an immense audience of Knights of Labor in Central Music Hall, Chicago, he arraigned the saloon as the workingman's enemy, declared his belief that the saloon should be closed not only on Sunday, but every day in the year, and reaffirmed his determination to exclude liquor dealers from the organization. He also paid a high compliment to laboring women, exclaiming: "Many a time I have been constrained to wish that every man in the order were a woman."

The recipe for keeping young in spite of years is regular employment, participation in the activities of society and affairs, and rational pleasures. Those who engage in these with a keen relish will not grow old in the sense of losing interest in the world and its affairs. Years will accumulate and the end of human existence will come, but old and worn out in mind and spirit they never will be. It is often the case that men who have been prosperous for years retire from participation in active pursuits because they think it is due to old age, but it usually happens that such retirement is followed by invalidism and death. Having parted with what has kept them alive and vigorous, they die because they have given them up.

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

APRIL, 1890.



Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., April 1, 1890. }

To Secretaries of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 51 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their Quarterly dues and Protective Fund dues for the quarter ending July 31st. The names of said members must be reported to you by the Collector of your Lodge not later than May 2d, and by you reported to the Grand Lodge immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold Subordinate Lodges liable for their assessments, as per Section 55 of the Constitution.

Fraternally yours,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Notice to Custodians of Protective Fund.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., April 1, 1890. }

To Custodians of Protective Fund:

SIRS AND BROTHERS:—Pursuant to Section 215 of the Constitution, you are required to forward to the Grand Lodge, not later than May 1st, a report of the Protective Fund of your Lodge for the quarter ending April 30th, 1890. Two blank forms have been forwarded to your Lodge for this purpose; one copy of your report is to be filed with the Lodge, and one copy to be forwarded to the Grand Lodge, as above provided.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Notice to Receivers.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., April 1, 1890. }

To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified, as provided in Section 56 of the Constitution, that no beneficiary assessment is required for the month of April, 1890, and that therefore none has been levied for said month.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Protective Fund Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., April 1st, 1890. }

To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to section 215 of the Constitution, you are hereby notified that the Protective Fund Dues for the quarter ending July 31st, 1890, amounting to seventy-five (75) cents, are now payable, and must be paid to the Collector of your Lodge on or before May 1st, 1890. All members now enrolled, and all those admitted prior to July 1st, 1890, are liable for the full amount of Protective Fund Dues for said quarter. All members admitted during the month of July (from the 1st to the 31st, inclusive,) are exempt from payment of Protective Fund Dues for said quarter, as provided in section 131 of the Constitution. Any member failing to make payment as above provided, will be expelled from the Order, as per section 51 of the Constitution, said expulsion taking effect May 2d, 1890, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Quarterly Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., April 1st, 1890. }

To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to section 50 of the Constitution, you are hereby notified that the dues for the quarter ending July 31st, 1890, (such an amount as may be determined by the several lodges, provided in no case it shall be less than five (\$5.00) dollars), are now payable, and must be paid to the Collector of your Lodge on or before May 1st, 1890. This amount will be in full payment of all Subordinate Dues and Beneficiary Assessments levied by the Grand Lodge for said quarter, as provided in section 134 of the Constitution. All beneficiary members now enrolled, and all those admitted prior to July 1st, 1890, are liable for the full amount of Quarterly Dues for said quarter. All members admitted during July (from the 1st to the 31st inclusive,) are exempt from payment of Quarterly Dues for said quarter, as provided in section 131 of the Constitution. Any member failing to make payment as above provided, will be expelled from the Order, as per section 51 of the Constitution, said expulsion taking effect May 2d, 1890, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

THE FATHER TO HIS BOY.

Come hither, William John, my son, come hither to my knee.
We'll sit and watch the river take its journey to the sea,
And as the water rolls along I fain would talk a while,
Since I have heard thy youthful soul is lately steeped in guile;
They tell me that you want to be a humorist, and write
For papers, grinding out your jests at morning, noon and night;
To tell of candles made of clay and other jokes as dark—
Alas! my son, old Noah sprung such chestnuts in the ark.

You'll tell about the wretched man who long with stovepipes toils,
And say the mother-in-law is fit for strategems and spoils;
And to the cat that slugs at night you columns will devote,
And bubble o'er with humor when you're speaking of the goat
That breaks its fast with circus bills and scraps of rusty tin,
And boil with mirth when speaking of the tramp who's soaked with gin,
And gets a dose of thirty days—oh, William Johnnie, hark!
Old Noah rung the bell on such when sailing in the ark.

Of course, about the sitting hen you'll speak in ecstasy—
That brooding fowl has always been to humorists a glee;
And then the poet with his rhymes who climbs the printer's stair,
And lands upon the sidewalk with a look of dull despair;
And looking to the future, son, you well I can descry
Propounding such a thing as this: "What makes the bottle-fly?"
Or telling of the nurse and "cop" a-courting in the park—
Old Noah wept when gags like these were given in the ark.

We'll sit beside the river, son, and watch its rapid flow,
And if you do not change your mind we rapidly shall go
To where there hangs a beaten strap within our humble call,
And I shall gently take it down—shall take it from the wall;
And those who live within three blocks, ere we have done our quarrel,
Will think I'm simply pounding in the heading of a barrel;
And if they any questions ask I'll say it's just a lark
With one who wants to spring the gags that sounded in the ark.

—*Omaha Republican.*

GUILTY, BE JABERS!**How an Irish Judge Got Off to a Fox Hunt.**

An old Irish Judge on the Northwestern Circuit loved the hunting-field more than he did the sleepy court-room. His clerk was like-minded and a joyous pair they made. One fine morning the clerk whispered to the Judge:

"Yer Honor, old Billy Duane's meet's to-day at Ballykillmulligan; an' they've a fine dog-fox."

"How many names are on the docket?" asked the Judge excitedly.

"Twenty—for rioting and breach of peace, yer Honor."

"Tim," said the Judge, "do you think you can get the first fellow to plead guilty without a jury trial, and me to let him off with a week in jail?"

"The easiest thing in the world," answered the faithful clerk.

"Make haste, then, and bring the whole gang; an' I say, Tim, tell Jerry to saddle the mare now while."

The twenty prisoners were brought into court, defendant gang—nineteen of them prepared to fight with counsel and jury, to the bitter end. The twentieth had been interviewed by the clerk. He called.

"Guilty or not guilty of the crimes charged?" demanded the Judge, with a propitious smile.

"Guilty, yer Honor; heaven help me!" said the crafty prisoner.

"Well," said the Judge, glancing benevolently about the room, "I fancy I can let you off with a week."

The man thanked the Judge and stepped out. There was a terrific sensation among the other defendants, none of whom expected to get off with less than five years in limbo. Here was a chance profit by "his Honor's" pleasant mood. One of them manifested an earnest desire to follow the example of their comrade, and acknowledge the crime in a batch.

"Do you all plead guilty?" demanded the Judge eagerly.

"We do!" shouted the enthusiastic nineteen chorus.

"Fourteen years' transportation apiece!" claimed the Judge, with a click of the jaw. "Is the mare saddled yet?"

CLEANING TILE FLOORS.

It is important to keep anything that is gotten from tile floors, for which reason soft soaps is considered as good for cleaning them as hard soap. Soda is not recommended, and sand is to be scratched. Fuller's earth, such as you can get lumps from a paint shop, is sometimes put into water. The ordinary way of cleaning the floors have ready a bucketful of hot and one of cold water, some yellow soap, a clean scrubbing brush, a flannel and some rough towels. Scrub a small portion of the tiles with a good lather of soap; wash the soap off well, first with hot and then cold water; next rub perfectly dry with a towel. Then proceed with another portion of lather. Renew the water frequently. When all floor has been cleaned rub it over with a very milk or salad oil, using a soft, old towel, and let the milk or oil on.

WAGES IN GERMANY.

The average German laborer does not expend yearly in clothing, says the *Hartford Times*. Wages of common laborers range from 50 cents \$1 a day. A mason gets on an average of \$1 to \$1.50 a day. A carpenter the same, a plasterer \$1, a roofer \$1, a painter \$1. The stonecutter (German house mostly of stone) receives a slight advance of amount paid to the others, between \$1.50 to \$2. The hod carriers and those employed in carting not make a cent more than 50 or 75 cents a day. The mill operative (male) considers himself in good wages at 75 cents or \$1 a day. The engine on the railroads never make more than \$1.50 a day, and the blacksmith is satisfied with \$1. And these scant wages every workingman in the Empire earning over 300 marks (\$75) a year, is compelled pay annually to the State 12 marks or \$3.

WORK FOR AMATEUR ARTISTS.

Decorator and Furnisher tells how any amateur artist may do very creditable work by sketched window, draping it with ivy vines in applying it a bit of winter sky with clouds and a red set line, thin snow banks of white flock with monad dust frost work. Of course, the result not be the highest of high art, but they will do excellently well for screens, boxes that need lining, wide spaces in passage ways where there picture to break the plainness, bare looking chambers, and the many places where some decorative is demanded. It is beside most expensive practice, the bold, large work that must be done such pieces.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., March 1, 1890.]

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month ending February 28, 1890:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$150	70	\$ 56	139	\$ 42	208	\$ 80	277	\$ 24
2	18	71	134	140	126	209	80	278	30
3	388	72	190	141	168	210	60	279	32
4	90	73	74	142	170	211	102	280	46
5	184	74	36	143	92	212	72	281	48
6	104	75	182	144	213	38	282	48	351
7	60	76	110	145	50	214	56	283	82
8	162	77	234	146	80	215	104	284	190
9	190	78	98	147	96	216	44	285	112
10	94	79	70	148	72	217	42	286	100
11	158	80	68	149	358	218	38	287	92
12	388	81	234	150	134	219	102	288	34
13	202	82	202	151	98	220	80	289	42
14	246	83	124	152	102	221	84	290	10
15	88	84	136	153	58	222	44	291	76
16	182	85	116	154	34	223	44	292	36
17	68	86	138	155	64	224	54	293	42
18	78	87	60	156	54	225	28	294	50
19	94	88	118	157	38	226	96	295	38
20	60	89	12	158	140	227	42	296	40
21	126	90	98	159	78	228	250	297	56
22	26	91	72	160	114	229	46	298	66
23	38	92	64	161	56	230	104	299	96
24	114	93	118	162	210	231	90	300	56
25	106	94	116	163	52	232	48	301	56
26	122	95	248	164	98	233	48	302	40
27	142	96	74	165	96	234	58	303	30
28	108	97	180	166	84	235	74	304	70
29	58	98	58	167	236	44	305	46	374
30	50	99	180	168	88	237	150	306	98
31	52	100	64	169	276	238	92	307	82
32	58	101	24	170	78	239	82	308	40
33	116	102	90	171	46	240	138	309	76
34	86	103	302	172	92	241	120	310	50
35	54	104	40	173	90	242	196	311	48
36	104	105	66	174	190	243	34	312	38
37	74	106	48	175	88	244	126	313	56
38	112	107	148	176	32	245	130	314	38
39	52	108	48	177	66	246	90	315	124
40	102	109	132	178	108	247	94	316	96
41	76	110	56	179	84	248	112	317	38
42	30	111	130	180	46	249	54	318	46
43	90	112	70	181	24	250	190	319	36
44	144	113	130	182	60	251	138	320	100
45	126	114	183	90	252	156	321	34	390
46	88	115	62	184	24	253	68	322	58
47	170	116	106	185	50	254	118	323	24
48	112	117	92	186	114	255	36	324	26
49	84	118	52	187	54	256	32	325	52
50	238	119	50	188	160	257	72	326	94
51	98	120	168	189	84	258	44	327	84
52	102	121	92	190	40	259	76	328	36
53	54	122	60	191	78	260	54	329	38
54	190	123	180	192	156	261	56	330	42
55	64	124	84	193	262	72	331	54	400
56	54	125	56	194	142	263	106	332	100
57	296	126	66	195	56	264	100	333	152
58	62	127	82	196	100	265	130	334	48
59	152	128	60	197	92	266	92	335	54
60	22	129	192	198	66	267	72	336	32
61	136	130	112	199	84	268	26	337	116
62	96	131	92	200	20	269	88	338	44
63	66	132	96	201	64	270	196	339	44
64	76	133	202	96	271	58	340	52	406
65	84	134	82	203	108	272	40	341	60
66	108	135	78	204	24	273	116	342	40
67	142	136	50	205	74	274	46	343	40
68	98	137	60	206	84	275	46	344	60
69	138	76	207	102	276	48	345	18	

Balance on hand February 1, 1890 . . . \$47,146 75
Received during month . . . 33,592 00

Total . . . \$80,738 75

DISBURSEMENTS.

By claims 174, 175, 176, 177, 178, 179, 180, 181,
182, 183, 184, 185, 186, 187, 188, 189, 190, 191,
192 and 193 . . . \$30,000 00

Total balance on hand March 1, 1890 . . \$50,738 75

Respectfully submitted,
EUGENE V. DEBS, G. S. & T.

Grand Lodge.

F. P. SARGENT . . . Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN . . . Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS . . . Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS . . . Editor and Manager of Magazine
Terre Haute, Indiana.
BOARD OF GRAND TRUSTEES.
F. P. McDONALD . . . Chairman
Board of Trade Building, St. Joseph, Mo.
C. C. SUTHERLAND . . . Secretary
Goodland, Kansas.
C. A. WILSON . . . 141 Pacific Ave., Jersey City, N. J.
GRAND EXECUTIVE BOARD.
HARRY WALTON . . . Chairman
430 W. 10th St., West Philadelphia, Pa.
W. F. HYNES . . . Secretary
835 Eleventh St., Denver, Col.
J. J. LEAHY . . . 2827 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN . . . Gloster, Miss.
C. J. SINGLETON . . . L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK: Port Jervis, N. Y.
Meets in Union Hall at 2 P. M., every Sunday.
James H. Fordyce, 13 Church St. . . . Master
William Uhlman, 18 Crawford St. . . . Secretary
G. E. Carmer, 151 W. Main St. . . . Collector
Charles E. Barkman, 101 Pike St. . . . Receiver
James H. Fordyce, 13 Church St., Magazine Agent

2. SPARTAN: Monon, Ind.
Meets in Odd Fellows' Hall 1st and 3d Sunday
evenings.
Thos. F. Doran . . . Master
Chas. M. Hill . . . Secretary
Arthur M. Holmes . . . Collector
Eli J. Shields . . . Receiver
Clint Williams . . . Magazine Agent

3. ADOPTED DAUGHTER: Jersey City, N. J.
Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.
C. W. Martin, 457 Grove St. . . . Master
D. W. J. Mahoney, 421 Summit Ave. . . . Secretary
J. B. Sweet, 125 Academy St. . . . Collector
J. B. Sweet, 125 Academy St. . . . Receiver
S. Simpson, 298 2d St. . . . Magazine Agent

4. GREAT EASTERN Portland, Maine.
Meets in B. of L. E. Hall, 53 Temple St., 1st and
3d Sunday.
F. H. Pember, 89 Lincoln St. . . . Master
C. D. Getchell, 249 York St. . . . Secretary
A. E. Dennison, 23 Merrill St. . . . Collector
F. A. Huff, 47 Hanover St. . . . Receiver
F. H. Pember, 83 India St. . . . Magazine Agent

5. CHARITY: St. Thomas, Ontario.
A. N. Darragh, Box 1273 . . . Master
C. W. Dyer, Box 1273 . . . Secretary
James Ballentyne, Box 1273 . . . Collector
W. J. Hatch, Box 1273 . . . Receiver
Joseph R. Odell, Box 1273 . . . Magazine Agent

6. PRIDE OF THE WEST: DeSoto, Mo.
F. W. Gratiot, Box 288 . . . Master
Alexander Williams, L. Box 212 . . . Secretary
Michael Rabbitt, Box 18 . . . Collector
Wm. H. Wonder, Box 4 . . . Receiver
D. J. Roach, L. Box 18 . . . Magazine Agent

- 7. POTOMAC; Washington, D. C.**
 R. M. Smith, 129 Carroll St., S. E. Master
 H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
 J. T. Gregory, 407 6½ St., S. W. Collector
 Wm. C. Jasper, 628 Pennsylvania Ave., N. W. Receiver
 H. A. Wilvert, 17 Virginia Ave., S. W. Magazine Agent
- 8. RED RIVER; Denison, Texas.**
 Meets in Brakemen's Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.
 Jerry Scott, 420 Morgan St. Master
 A. J. Ebersol, 427 Crawford St. Secretary
 T. W. Weaver, 700 W. Munson St. Collector
 J. F. Cramer, 614 W. Owing St. Receiver
 Jas. K. Fairley, 605 Day St. Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**
 Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.
 F. J. Kistler, 212, 214 S. High St. Master
 C. C. Colt, 996 Pennsylvania Ave. Secretary
 S. L. Cranford, P. H. Round House Collector
 F. J. Kistler, 212, 214 S. High St. Receiver
 Leonard Lawrence, 880 Arsenal Ave. Magazine Agent
- 10. FOREST CITY; Cleveland, Ohio.**
 Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
 August H. Buse, 42 Michigan St. Master
 A. G. Laubscher, 18 Seward St., West Cleveland Secretary
 A. G. Laubscher, 18 Seward St., West Cleveland Collector
 T. P. Curtis, 41 W. Madison St. Receiver
 A. G. Laubscher, 18 Seward St., West Cleveland Magazine Agent
- 11. EXCELSIOR; Phillipsburg, N. J.**
 Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.
 Abram M. Vanatta Master
 C. A. Stevenson, Box, 106 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L. Box 96 Receiver
 A. M. VanAtta Magazine Agent
- 12. BUFFALO; Buffalo, N. Y.**
 Meets at 198 Seneca St., every Tuesday at 8 P. M.
 J. J. Knauff, 238 Fifth St. Master
 Hugh T. Maloney, 41 Fifth St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 70 Michigan St. Receiver
 Jno. S. Bauld, 237 Elk St. Magazine Agent
- 13. WASHINGTON; Jersey City, N. J.**
 Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
 George E. Hull, 336 Communipaw Ave. Master
 Henry Kline, 128 Van Horn St. Secretary
 Edward F. Jones, 375 Communipaw Ave. Collector
 Wm. J. Lewis, 225 Whiton St. Receiver
 A. Neigert, 15 Hamilton St. Magazine Agent
- 14. EUREKA; Indianapolis, Ind.**
 Meets at 34 W. Washington St., fourth floor, every Tuesday at 8 P. M.
 Chas. McCauley, 156 Randolph St. Master
 Geo. P. Kern, 77 E. Morris St. Secretary
 E. J. Kline, 631 North West St. Collector
 W. J. Hugo, 79 N. Noble St. Receiver
 Chas. McCauley, 156 Randolph St. Magazine Agent
- 15. ST. LAWRENCE; Montreal, Canada.**
 Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
 James Murphy, 65 Mullen St. Master
 James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
 Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 A. Blair, 32 Favard St. Magazine Agent
- 16. VIGO; Terre Haute, Ind.**
 Meets 2d and 4th Wednesdays, at 7:30 P. M.
 Frank Dupell, 922 N. 9th St. Master
 J. F. O'Reilly, 824 N. 5th St. Secretary
 Henry Balesdorf, 203 N. 12th St. Collector
 C. A. Bennett, 1004 N. 8th St. Receiver
 E. W. Bundy, 702 N. 14½ St. Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
 Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 O. E. Collins Master
 L. V. Bowman Secretary
 G. P. Malki Collector
 J. E. Platner Receiver
 A. F. Gehm Magazine Agent
- 18. WEST END; Slater, Mo.**
 Meets in I. O. O. F. Hall every Saturday night.
 Charles McMillan Master
 Rufus McCormick Secretary
 C. A. Blackburn Collector
 George W. Michel, Box 145 Receiver
 J. F. Mary Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
 Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.
 J. B. Cunningham Master
 Tom. J. Giffen Secretary
 T. H. Wetmore Collector
 Jas. Richardson Receiver
 E. E. Taylor Magazine Agent
- 20. STUART; Stuart, Iowa.**
 Meets in Engineer's Hall every Monday at 7 P. M.
 J. W. Taylor, Box 172 Master
 George C. Wells, Box 117 Secretary
 George Morse, Box 400 Collector
 Alfred Hibbard, L. Box 26 Receiver
 Pat Quinn, Box 183 Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
 Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.
 Wm. Merkle, 810 Chambers St. Master
 D. R. Martin, 914 Chouteau Ave. Secretary
 Eli Giclas, 944 Chouteau Ave. Collector
 Wm. C. Linck, 2803 St. Louis Ave. Receiver
 F. W. Hinkley, 12 A. S. High St. Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
 Meets in I. O. O. F. Hall, 2d and 4th Sundays.
 Lawrence Sullivan, Box 367 Master
 George Richter Secretary
 Alexander McLennan Collector
 Daniel O'Connor, 93 Decatur St., Indianapolis, Ind. Receiver
 S. Gibson Magazine Agent
- 23. PHOENIX; Brookfield, Mo.**
 Meets 2d and 4th Tuesdays at 7:30 P. M. in O. Fellow's Hall, cor. Brook and Main Sts.
 Joshua Proctor, Box 60 Master
 John S. Ott, L. Box 523 Secretary
 C. M. Probst, Box 64 Collector
 John S. Ott, L. Box 523 Receiver
 Joshua Proctor, Box 60 Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
 Meets in Brotherhood Hall, Forest Ave., 1st and 3d Wednesdays at 7:30 P. M. and alternate Wednesday at 1:30 P. M.
 Charles W. Maier, Box 514 Master
 Wm. Morris Secretary
 C. Parson Collector
 Lot. Brandenburg Receiver
 Charles W. Maier, Box 514 Magazine Agent
- 25. CONNECTING LINK; Boone, Iowa.**
 Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Geo. McCormack, Box 590 Secretary
 Geo. McCormack, Box 590 Collector
 A. M. Bourwine, Box 339 Receiver
 N. Burlingame Magazine Agent

- 24. ALPHA; Baraboo, Wis.**
 Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Pobjoy, Box 675 Master
 Frank R. Melcher, Box 639 Secretary
 Henry Pobjoy, Box 675 Collector
 Frank R. Melcher, Box 639 Receiver
 S. A. McFadden, Box 593 Magazine Agent
- 25. HAWKEYE; Cedar Rapids, Iowa.**
 Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 905th Ave., S. Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 365 G Ave., West Receiver
 Chas. R. Kimbro, Room A, Opera
 House Magazine Agent
- 26. ELKHORN; North Platte, Neb.**
 Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan, Box 377 Master
 Wm. L. Kingely Secretary
 Charles C. Clark Collector
 Frank D. Winn, L Box 232 Receiver
 H. W. Bird Box 21 Magazine Agent
- 27. CERRO GORDO; Mason City, Iowa.**
 Meets 1st and 3d Tuesday evenings of each
 month, corner Second and Main Sts.
 Charles O. Burkhardt, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 C. F. Larsen, Box 301 Magazine Agent
- 28. CEDAR VALLEY; Waterloo, Iowa.**
 Meets in Select Knights' Hall, Sycamore and 4th
 streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 K. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulhern, 26 5th St., Dubuque,
 Iowa Magazine Agent
- 29. E. R. CENTER; Atchison, Kansas.**
 Meets 1st and 3d Sundays at 7:30 P. M. in Wood-
 man's Hall, cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1008 Main St Secretary
 Chas. Bennington, 1418 Santa Fe St Collector
 John O'Connor, 1420 Santa Fe St Receiver
 Frank Short, 1511 Main st. Magazine Agent
- 30. BORDER; Ellis, Kansas.**
 Meets in K. of P. Hall every Tuesday at 3 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent
- 31. SUCCESS; Trenton, Mo.**
 Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 P. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent
- 32. CLINTON; Clinton, Iowa.**
 Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 8th Ave Receiver
 Jos. F. Butler, 1705 S. 5th St Magazine Agent
- 33. AMBOY; Amboy, Ill.**
 Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 480 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 480 Receiver
 James P. Duggan Magazine Agent
- 34. TIPPECANOE Lafayette, Ind.**
 Meets in Masonic Hall, 5th and Columbia Sts, at
 2 P. M., Sundays.
 Charles Ernst, 184 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley 98 Green St Secretary
 M. E. Clark, 95 Green St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. E. Clark, 95 Green St Magazine Agent
- 35. NEW HOPE; Centralia, Ill.**
 Meets in Engineers' Hall, every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent
- 36. AVON; Stratford, Ontario.**
 Meets in Foresters' Hall, 1st and 3d Sundays at 2
 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 Alfred C. Faulstich, Box 318 Magazine Agent
- 37. TWIN CITY; Rock Island, Ill.**
 Meets in Engineer's Hall, 2d Sunday and 4th
 Monday at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 225 Vine St. Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 Jas. Moroney, 2119 3 Ave Magazine Agent
- 38. BLOOMING; Bloomington, Ill.**
 Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Wm. Ryan, 603 W. Graham St Master
 P. L. Cutler, 604 N. Allen St Secretary
 P. L. Cutler, 604 N. Allen St Collector
 Ed. W. Spreen, 706 N. Mason St Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent
- 39. ONWARD; Dickinson, N. Dakota.**
 Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 Joseph Swable Master
 N. H. Olson, L. B. 173 Secretary
 Samuel Butson Collector
 Walter Morris, Drawer 5 Receiver
 F. C. Parker, L. Box 173 Magazine Agent
- 40. ELMO; Madison, Wis.**
 Meets in Sharp's Hall, Miffln St., 2d and 4th Sun-
 days at 2:30 P. M.
 Byron B. Wilber, 901 W Johnson st. Master
 F. Lawrence, 416 W Miffln St Secretary
 John Harrington, 520 W Main St Collector
 Byron B. Wilber, 901 W Johnson St Receiver
 Frank Lawrence, 416 W. Miffln St, Magazine Agent
- 41. ST. JOSEPH; St. Joseph, Mo.**
 Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 W. E. Sullivan, 2235 S. 6th St Master
 W. E. Bristol, 516, cor 5th and Maple Secretary
 W. E. Sullivan, 2235 S. 6th St Collector
 C. C. Montgomery, 2012 Savanna Ave Receiver
 H. E. Slater, 1804 S. 8th St Magazine Agent
- 42. F. W. ARNOLD; East St. Louis, Ill.**
 Meets in Jackiesch Hall, corner Missouri and
 Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 256 Secretary
 Phil. C. Cramer, Box 68 Collector
 J. P. Collins, Box 256 Receiver
 I. E. Goodin Magazine Agent
- 43. BONE CITY; Little Rock, Ark.**
 Meets in Quapaw Hall every Monday night.
 G. W. Huffman, 310 S. Ringo St Master
 Albert Wade, 1316 North St Secretary
 William Smith, 206 S. Cross St Collector
 George Emery, 1009 North St Receiver
 Albert Wade, 1316 North St Magazine Agent
- 44. CAPITAL; Springfield, Ill.**
 Meets in Engineers' Hall, 217 South 5th St., 1st
 and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St Master
 E. W. Rowland, 901 E Capitol Ave Secretary
 Wilson Somerville, 705 S 9th St Collector
 D. C. Webster, 1117 S. 8th St Receiver
 E. W. Anderson, 705 S. 9th St Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 8d Sunday afternoons.

Lawrence Murphy, 1474 Indiana Ave. . . . Master
George Porter, 1509 Indiana Ave. . . . Secretary
George Porter, 1509 Indiana Ave. . . . Collector
Ben. Busch, 1537 Michigan Ave. . . . Receiver
M. Jones, 115 18th st. . . . Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.

George C. Watt, 617 1st St. . . . Master
J. V. Johnson, 418 Persimmon St. . . . Secretary
W. A. McMillan, 206 State St. . . . Collector
George C. Watt, 617 1st St. . . . Receiver
A. G. Elbertson, 711 N. Adams St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.

E. J. Wilkins, 1330 E. William St. . . . Master
Dan Dineen, 587 N Broadway. . . . Secretary
Charles Hockery, 1643 E. William St. . . . Collector
A. H. Sutton, 975 N Water St. . . . Receiver
E. J. Wilkins, 1330 E William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M. and 2d and 4th Saturdays at 7:30 P. M.

Calvin M. Wolcott, 5001 State St. . . . Master
W. H. Green, 4900 Dearborn st. . . . Secretary
C. D. Dickerman, 5142 Dearborn St. . . . Collector
T. G. Berry, 837 46th St. . . . Receiver
F. C. Hannahan, 4087 Dearborn St., Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.

John S. Carson, Box 437, Station A, Springfield. . . . Master
Michael Gaffney, Box 277 Springfield. . . . Secretary
Geo. A. Hasler, Station A, Springfield. . . . Collector
John S. Carson, Box 437, Station A, Springfield. . . . Receiver
Michael Gaffney, Box 277, Springfield. Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Saturday evening.

Charles Truman, 1818 Spear St. . . . Master
W. A. McDonald, 1216 Smead St. . . . Secretary
A. W. Cook, 822 14th st. . . . Collector
M. W. Jamison, 405 Market St. . . . Receiver
M. Porter, 1523 High St. . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 8d Monday at 1:30 P. M.

A. E. Pearce, Box 1201. . . . Master
T. J. Williams, 18 Pine St. . . . Secretary
John McGaha, Moline, Kan. . . . Collector
John C. Hadley, 22 Pine St. . . . Receiver
E. Bryson, 323 West st. . . . Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Broc.' Hall, Tuesdays at 7 P. M.

J. F. Seely. . . . Master
R. P. Corrigan, Box 682. . . . Secretary
M. Sullivan, Box, 1551. . . . Collector
R. P. Corrigan, Box 682. . . . Receiver
M. Sullivan, Box 1551. . . . Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.

Jacob Fuchs, L. & N. Shops. . . . Master
Jacob Wagner, L. & N. Shops. . . . Secretary
Jacob Wagner, L. & N. Shops. . . . Collector
A. S. Klyce, L. & N. Shops. . . . Receiver
Wm. Shanley, 298 High st. . . . Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.

W. E. Baldwin, L Box 400. . . . Master
Charles H. Runyan. . . . Secretary
Joseph J. Smith, Box 51. . . . Collector
T. A. Newcomb. . . . Receiver
W. M. Collicott. . . . Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Templar Hall, 704 Washington St., 2d and 4th Sundays at 10:50 A. M.

F. F. Derby, 16 Hotel Salem, Charlestown, Master
Sheridan Bisbee, 202 Harrison ave. . . . Secretary
A. W. Spurr, 68 Hammond St. . . . Collector
W. H. Bigelow, 10 Hotel Salem, Charlestown. . . . Receiver
H. E. Stevens, 5 Davis St. . . . Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.

Elmer E. Greeley. . . . Master
C. B. Cottrell. . . . Secretary
A. C. Thyle. . . . Collector
George B. Clark. . . . Receiver
Frank J. Peacock. . . . Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.

A. M. McMurray, Box 458. . . . Master
S. R. Sexton, Box 330. . . . Secretary
C. S. Walker, 124 Mechanic St. . . . Collector
M. C. Donnelly, 216 E 3d St. . . . Receiver
Wm. Chambers, D. & R. G. shops. Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.

James Wertz, 2013 N 3d St. . . . Master
Howard Reeder, 1943 Lawrence St. . . . Secretary
James Wertz, 2013 N 3d St. . . . Collector
B. F. Pettit, 1833 Marshall St. . . . Receiver
B. F. Pettit, 1933 Marshall St. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St., 2d and 4th Sundays.

James V. Piper, corner Jackson St., and Como Ave. . . . Master
P. McLaughlin, 757 Park Ave. . . . Secretary
Geo. W. Klinefelter, 889 Agate St. . . . Collector
Theo. T. Hart, 709 Tuscarora St. . . . Receiver
J. Johnson, 779 Penna ave. . . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,

Geo. P. Berry. . . . Master
U. S. Van Dermark, Box 41. . . . Secretary
W. H. Brokenshire. . . . Collector
A. M. Banks, Box 479. . . . Receiver
D. N. Swan. . . . Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.

H. J. Bohn, 601 E. Main St. . . . Master
George H. Boyd. . . . Secretary
E. E. Partlow, 713 N. Hazel St. . . . Collector
B. M. Manion, 202 Collett St. . . . Receiver
Chas. Stevens, 512 Hazel St. . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

D. L. Davenport, 1521 E 6th St. . . . Master
Chas. Forsyth, St. James, Minn. . . . Secretary
Sidney Weir, 506 Iowa St. . . . Collector
James Griffin, 419 Clark St. . . . Receiver
L. Lampson 1417 6th St. . . . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.

Frank Gillam, Box 235. . . . Master
Frank Chambers, Box 50. . . . Secretary
J. Evans, Box 478. . . . Collector
G. T. Bennett, Box 3. . . . Receiver
Thos. White, Winona, Minn. . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.

W. C. Curtis, Box 80, Belleville Station. . . . Secretary
Victor Wensley, Box 51, Belleville Station, Master
Wm. J. Logue. . . . Collector
Wm. J. Logue. . . . Receiver
Jas. Williamson, Belleville Station, Box 69. . . . Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.
 John Ross, 9 Clarence Square Master
 Gen. E. Crowhurst, 206 Grange ave. Secretary
 P. Richardson, 19 Mitchell Ave Collector
 James Pratt, 172 Huron St Receiver
 D. Bracken, 669 King St. W Magazine Agent

68. KAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.
 J. S. McCauley, Box 24 Master
 Richard Hall Secretary
 P. E. Keating, Box 62 Collector
 P. E. Keating, Box 62 Receiver
 Geo. W. Deloe Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.
 J. B. Hislop, Box 620 Master
 George Purvis, Box 620 Secretary
 J. G. Goodison, Box 206 Collector
 W. J. Dowell, Box 183 Receiver
 J. G. Goodison, Box 206 Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2 P. M.
 J. H. Doan, Box 411 Master
 Charles S. Weiler, Box 392 Secretary
 Albert N. Oden, Box 411 Collector
 T. E. Watts, Box 351 Receiver
 C. W. Slayter, Box, 421 Magazine Agent

71. SQUOHEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 3 P. M.
 J. F. Owens Master
 W. W. Rowe, 45 Clinton St Secretary
 Howard Wickham Collector
 Irvin Baker, 38 Grove St Receiver
 Menso W. Colyer, 24 Pine St Magazine Agent

72. WELCONE; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
 Geo. W. Tash, 236 Senate St Master
 James L. Gibbs, Collingswood Secretary
 Geo. W. Austermuhl, 437 Mickle St. Collector
 James L. Gibbs, Collingswood Receiver
 Geo. W. Tash, 236 Senate St Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d and 4th Sundays.
 James W. Mead, 75 Prospect St Master
 Charles A. Smith, Box 739 Secretary
 J. J. Cunningham, 29 Prescott St Collector
 Charles A. Smith, Box 739 Receiver
 W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
 Thomas Donahue, Box 421 Master
 Edwin J. Pearce, Box 421 Secretary
 G. B. Campbell, Box 421 Collector
 Edwin J. Pearce, Box 421 Receiver
 G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons
 W. W. Jones, 5141 Franklin St., W. Phila-
 delphia Master
 C. W. Reeves, 750 N 36th St., West Phila-
 delphia Secretary
 John T. Findley, 3604 Fairmount Ave. Collector
 C. W. Reeves, 750 N 36th St., West Phila-
 delphia Receiver
 J. T. Findley, 3604 Fairmount Ave. Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.
 Wm. Pannon, Box 67 Master
 C. C. Hall, Box 258 Secretary
 Harry Pearce Collector
 W. W. Hurd Receiver
 Geo. Adkins Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.
 Thos. N. Worth, 1,110 Converse St., N.
 Denver Master
 W. F. Brundage, 1216 Larimer St Secretary
 D. L. Marrs, 425 Beeche Ave., N side Collector
 W. F. Brundage, 1216 Larimer St Receiver
 S. L. Kanaga, 2,601 Market St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.
 Frank Boltinghouse, 1,103 E. Third St Master
 J. P. Alcorn, 1,223 Engineer St Secretary
 J. P. Alcorn, 1,223 Engineer St Collector
 Henry Anleitner, 1106 E. 5th St Receiver
 C. L. Van Eatten, 1218 E. 5th St Magazine Agent

79. J. M. DODGE; Rodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 Dan O'Donnell Master
 Charles E. Stone Secretary
 Charles E. Stone Collector
 Frank I. Carr Receiver
 John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 2d and 2d Broadway, every 2d Sunday.
 John S. Slick, 447 Main St Master
 P. G. Springer, Room 8 Frazier Block Secretary
 Geo. J. Waters, 202 5th St Collector
 Chas. S. Mason, 91 South St Receiver
 P. G. Springer, Room 8 Frazier Block Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and 4th Sundays 2 P. M.
 W. J. Bain, Box 1,783 Master
 George Watts, Box 1831 Secretary
 George F. Watson Collector
 J. F. McGinnis Receiver
 Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon in I. O. O. F. Hall, 14 Washington Ave., N.
 Ernest B. Mayo, 424 1st Ave South Master
 W. E. Richmond, 820 N Girard Ave Secretary
 Robert J. Watson, Mt. Curve ave., bet.
 Knox and Logan ave Collector
 W. E. Richmond, 820 N Girard Ave Receiver
 Ernest B Mayo, 424 1st Ave. S Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 590 Master
 George H. Tucker, Box 590 Secretary
 I. M. Dean, Box 590 Collector
 George H. Tucker, Box 590 Receiver
 Nick Phaler Box 590 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 John Tighe, 79 Hart St Master
 James Burgess, 64 Cliff St Secretary
 Frederick Voss, 103 Green St Collector
 E. C. Wilder, 50 South Ave Receiver
 Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, 1604 16th St Master
 Wash. Terrett, 17 16th St Secretary
 Wash. Terrett 17 16th St Collector
 Eugene McAuliffe, 114 9th St., S Receiver
 A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 Master
 William N. Roth, Box 458 Secretary
 George W. DeForest, Box 455 Collector
 William N. Roth, Box 458 Receiver
 D. A. Parker Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30 P. M.
 Thomas F. Croake, Box 87 Master
 Ed. Smyth Secretary
 J. B. Robinson Collector
 T. F. O'Donnell Receiver
 Myles Scallan Magazine Agent

98. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman Master
 E. R. Hall Secretary
 Wm. Verry Collector
 Dennis Moore Receiver
 Dennis Moore Magazine Agent

99. CHEHAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 287 Selma St., Selma, Ala. Master
 D. C. Hair, Box 435 Secretary
 J. F. Sugg Collector
 E. L. Cranford, 287 Selma St., Selma, Ala. Receiver
 W. H. McDade, Atlanta, Ga. Magazine Agent

99. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30 P. M.
 Jas. C. Sharp, Box 704 Master
 Jas. A. Brewster, Box 645 Secretary
 Wm. Fleming, Box 645 Collector
 J. M. Walker, Box 645 Receiver
 W. H. Fletcher, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th Tuesdays at 7:30 P. M.
 John A. Center, 322 Shotwell St. Master
 W. S. Runyon, 175 16th St. Secretary
 Ed. F. Dougherty, 230 Shotwell St. Collector
 W. F. Beck, 1106 Treat Ave. Receiver
 W. S. Runyon, 175 16th St. Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall, Jefferson Block.
 Charles H. Spath, 39 W. Talman St. Master
 M. H. Counsell, 16 E. 5th St. Secretary
 James Whalen, 230 W. 7th St. Collector
 James Whalen, 230 W. 7th St. Receiver
 Thos. Bradley, 123 W. Cayuga St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St. Master
 E. J. Kelly, 519 Ridge St. Secretary
 John Burns, 513 Des Moines St. Collector
 E. J. Kelly, 519 Ridge St. Receiver
 J. Stanley, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, L. Box 218 Master
 H. W. Brandt, L. Box 218 Secretary
 W. E. Butler, L. Box 218 Collector
 J. W. Hudson, L. Box 218 Receiver
 Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St. Master
 John J. Doyle, 165 W. Chicago ave. Secretary
 J. F. Canton, 142 Front St. Collector
 E. W. Wallbaum, 188 Milton Ave. Receiver
 Allen Webb, Woodstock, Ill. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag, Box 695 Master
 Joseph Quinn, Box 695 Secretary
 L. M. Lockhart, Box 695 Collector
 Joseph Quinn, Box 695 Receiver
 M. R. Kerr Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineer's Hall, at 512 San Fernando St., every Tuesday at 7:30 P. M.
 Ed. Whitney, 46 Ann St. Master
 H. C. Forsyth, 22 Railroad St. Secretary
 Wm. T. Curl, 636 San Fernando St. Collector
 Ed. Whitney, 636 San Fernando St. Receiver
 J. S. Gates, Mojave Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady Master
 H. J. Grubnau Secretary
 Fred Frolich Collector
 Edward G. White Receiver
 Veff. Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening
 E. E. Pruyn, 41 1st Ave. Master
 W. P. Couch, 24 Thompson Ave. Secretary
 George Kingsley, 22 Upton Park Collector
 George Kingsley, 22 Upton Park Receiver
 Louis Mansfield, 44 Ames St. Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 Wesley Alsip, Box 609 Master
 Richard A. Potter, Box 609 Secretary
 A. M. Freeman, Box 609 Collector
 Richard A. Potter, Box 609 Receiver
 Wesley Alsip, Box 609 Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igoo, Box 246 Master
 Frank E. Giltner Secretary
 Frank E. Giltner Collector
 John Igoo, Box 246 Receiver
 Frank Strunce Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. cor. 6th St., and Grand ave., alternate Sundays at 2 P. M.
 R. E. Nash, 1412 Grand ave. W. Master
 W. L. Caras, 849 W. 13th St. Secretary
 C. C. Woodard, 727 Court ave., Des Moines Collector
 F. S. Payne, 115 E. 9th St. Receiver
 W. L. Caras, 849 W. 13th St., Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 Isaac Honaker, 1,014 E. Green St. Master
 Christ. Ketterer, 710 18th St. Secretary
 Murray C. Cook, 912 Magazine st. Collector
 Christ. Ketterer, 710 18th St. Receiver
 Henry Blume, 1,000 10th St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson, Box 151 Master
 M. J. Connelly, Box 151 Secretary
 Charles Heimberger, Box 151 Collector
 Frank Robertson, Box 151 Receiver
 Charles Heimberger, Box 151 Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.
 F. W. Peterson Master
 James Strahan Secretary
 J. M. Lindemon Collector
 L. E. Freeman Receiver
 Frank D. Fenn, L. Box 20 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dotts Hall 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 Henry Quade 446 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 893 Garfield Ave. Receiver
 C. E. Redmond, D. M. & St. P. Shops Magazine Agent

107. ECLIPSE; Gallia, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 P. D. Gregg, Box 677 Secretary
 Chas. D. Hoyt, Box 183 Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 306 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 R. T. Pearson Receiver
 John A. Simon, Antonito Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. J. Murphy, 314 Montrose Ave. Master
 J. L. Pate, 2918 Caroline St. Secretary
 Charles Durnell, 1308 8 Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L Box 235 Master
 C. F. Collins, L Box 235 Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. F. Collins, L Box 235 Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 P. J. Slagle, L Box 864 Master
 W. P. Fitzgerald, L Box 846 Secretary
 F. W. Neidheiser, Box 605 Collector
 W. P. Fitzgerald, L Box 846 Receiver
 Geo. W. Coen Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 2d and 4th Sundays, at 1:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 S. R. Wild Receiver
 W. S. Summers Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 John H. Hiller Secretary
 John H. Shannon Collector
 Frank Walton, Box 166 Receiver
 G. VanDoozer Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 Michael Walsh Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Jno. Buckley, 19th and O'g Sts. Secretary
 Wm. Powell, 29th St. & Broadway Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, 29th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:30 P. M.
 J. N. Timens Master
 K. J. Gee, 1604 Poplar St., Port Huron Secretary
 K. J. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 Samuel Carson, Box 196 Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 S. T. Fletcher, 221 Maitland St. Master
 R. Hornsby, 154 Clarence St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 367 Simcoe St. Receiver
 Wm. Allan, 296 Clarence St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
 Jas. Law, Richmond Station Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 Wm. Carmichael, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 W. H. Rougean, River du Loup Station Receiver
 W. H. Rougean, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 615 W Fayette St. Master
 Simon Mangan, 730 Otisco St. Secretary
 L. G. Rousson, 16 1/2 Richmond St. Collector
 F. H. Livingston, 404 Jackson St. Receiver
 A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
 James F. Roody, 338 E. Market St. Master
 Isiah D. Wolcott, 2 Magee St. Secretary
 Isiah D. Wolcott, 2 Magee St. Collector
 E. E. Everts, 150 E Erie Ave. Receiver
 C. F. Ramsdell, 150 E Erie Ave. Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in I. O. O. F. Hall, every Sunday at 2 P. M.
 A. C. Reiff Master
 W. D. Stokes Secretary
 Charles Roley Collector
 Thos. H. Crowner Receiver
 Wm. Wolf Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every Wednesday at 8 P. M.
 Albert Cole, 1719 Mason St. Master
 John Glynn, 1723 S. 6th St. Secretary
 J. D. Behrens, 810 Pierce St. Collector
 Albert Cole, 1719 Mason St. Receiver
 Wm. Millar, Randall House, Beatrice, Neb. Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
 W. B. Howe Master
 Wm. L. Johnston, Box 554 Secretary
 H. C. DeGroat Collector
 B. W. Zille, Box 389 Receiver
 W. W. Gage Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 8 Center St., 2d and 4th Sundays.
 W. M. Gallup, 512 S 3d St. Master
 J. P. Boyce, 307 8 Center St. Secretary
 J. L. Smedes, 509 R R St. Collector
 J. M. Larimer, 307 S 3d Ave. Receiver
 J. L. Smedes, 509 R R St. Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 B. C. Henry Master
 E. H. Talmadge Secretary
 Thos McFarlane Collector
 W. A. Brossard Receiver
 Wm. Ryan Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinabofine Hall, 183 Ross St., 1st Tuesday and 3d Wednesday evening.
 J. G. Jonah, 228 McWilliams St Master
 H. English, 78 Williams St Secretary
 G. M. Vansickle, 81 Isabel St Collector
 Thomas Reece, 20 Gunnell St Receiver
 W. J. Higgins, 1 Shultz St Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.
 Geo. M. Brown Master
 C. C. Smith, Box 58 Secretary
 B. F. Brown Collector
 James McKenzie, Forsyth Receiver
 M. E. Colbert Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.
 M. A. Harring, Box 525 Master
 J. F. Burns Secretary
 M. Quinn Collector
 J. S. Rogers, Box 622 Receiver
 Ed. McLean, Box 828 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at 2 P. M.
 Con. S. McAuliffe, 451 Walker St Master
 Bernard J. Fahl, Western Ave. and Wells St Secretary
 Con. S. McAuliffe, 451 Walker St Collector
 Con. S. McAuliffe, 451 Walker St Receiver
 Edward Henretty, 559 3d Ave Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.
 A. R. Johnson, Box 211 Master
 George L. Gearhart, Box 211 Secretary
 A. R. Johnson, Box 211 Collector
 M. E. Kenyon Receiver
 R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows's Hall, 1st and 3d Sundays 2:30 P. M.
 Harry G. Poole, Box 386 Master
 S. S. Coleman Secretary
 Stephen E. Calkins, Box 49 Collector
 John H. Howell Receiver
 E. G. Bates, Lake City, Ia Magazine Agent

133. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, 2d and 4th Sundays at 7 P. M.
 J. D. Irby, Box 10 Master
 H. A. Moore, Box 62 Secretary
 I. N. Stephens Collector
 Geo. E. Kendall, Box 62 Receiver
 T. J. Petersen Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.
 W. C. Barney Master
 H. E. Cowan Secretary
 J. H. Cunningham Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

135. NEW YEAB; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
 Colin McArthur Master
 Jas. E. Handibo, Box 184 Secretary
 Wm. Rader Collector
 Colin McArthur Receiver
 W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.
 Thos. R. Wilkinson, Box 516 Master
 Archie McArthur, Box 516 Secretary
 Archie S. Edmunds, Box 516 Collector
 John A. Watson, Box 516 Receiver
 A. T. Granger, Lakeside Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 C. W. Friend Master
 J. T. Hull, Box 875 Secretary
 Geo. W. Wright, Box 674 Collector
 A. Shunterman, Box 423 Receiver
 Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 W. C. Ingraham Master
 Harry Stanley, 101 Walnut St Secretary
 P. H. Burns, 16 Float St Collector
 George Showalter, 50 N. Galena ave Receiver
 George Showalter, 50 N. Galena ave Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 G. G. Hutchings, Box 335 Master
 George E. Landes, Box 298 Secretary
 G. G. Hutchings, Box 335 Collector
 George E. Landes, Box 298 Receiver
 Parker Barrett Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.
 A. G. Archer Master
 W. S. Brewster Secretary
 J. W. Hardy, L Box 599 Collector
 Henry Wise, L Box 599 Receiver
 S. W. Seelinger Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St Master
 H. E. Kilpatrick, 142 N. Cass St Secretary
 J. H. Westerman, 20 Buchanan St Collector
 W. R. Fredericks, 415 S. Lafayette St Receiver
 Thos. Brown, 139 Montgomery St Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, St. Clair St., 5th Ward, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction Master
 B. I. Ross, Penn. Engine House Secretary
 G. W. Nesper, 406 Broadway Collector
 Fred. E. Bittman, 718 S. Erie St Receiver
 J. G. Hoffstatter, Air Line Junction Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every Monday, at 8 P. M.
 T. L. Davis, 1232 Euclid Ave., Alameda Master
 A. J. Clark, Box 286 Oakland Secretary
 T. J. Roberts, 1,850 William St., Oakland, Collector
 C. Sellander, 968 4th Ave. East Oakland, Receiver
 E. P. Woods, Berkeley, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2 Sundays at 9 A. M., and 4th Sunday afternoon
 Wm. A. Thompson Master
 A. B. Thompson Secretary
 Wilmot Keith Collector
 Wm. A. Thompson Receiver
 William Hamilton Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets in Jones' Hall, 601 Austin St. every Tuesday at 7 P. M.
 R. Nicholson, 319 10th St Master
 Edward Beere, 243 Burleson Sts Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts Collector
 Edward Beere, 203 Burleson Sts Receiver
 H. A. Donaldson, 23 River Ave Magazine Agent

144. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 D. M. Moody, 105 Hardy St. Master
 E. C. Gerber, 41 Liberty Ave. Secretary
 Chas. F. Miller, S. P. Shops Collector
 H. Hoffman, 25 Hardy St. Receiver
 J. P. Monaghan, 13 Vine St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105 Master
 James Conney, Box 105 Secretary
 Frank John, Box 105 Collector
 W. W. Short, Box 105 Receiver
 H. C. Belt Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 Mike Barnes, Box 416 Master
 S. F. James, Box 416 Secretary
 C. W. Rankin Collector
 M. E. Stanford, Box 488 Receiver
 J. W. Bain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1418 Ave. A. Master
 P. A. Donahue, 311 W 55th St. Secretary
 Robert T. Roscoe, 1858 3d Ave. Collector
 Albert H. Hawley, 201 W 141st St. Receiver
 Chas Cowdrick, 149 E. 118th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. D. Fletcher, 212 Garden St. Master
 Wm. Charlesworth, 240 W. Washington St. Secretary
 Abe Switzer Collector
 Wm. D. Reany, 416 W Washington St. Receiver
 Wm. Thomas, 350 W. Washington St. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 96 Elgin St. Master
 Wm. Perkins, 150 Wellington St. Secretary
 Wm. Broughton, 18 Inchbury St. Collector
 William F. Baines, 180 Queen St. Receiver
 William Broughton, 18 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.
 W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Weir, Kirby House, Saginaw. Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. E. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 202 Hill St. Master
 J. B. Martin, 431 S. Broadway Secretary
 H. L. Wright, 118 S. Barbee St. Collector
 J. T. Helman, 114 N Broadway Receiver
 J. M. Farnley, 102 1st and Barbee Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.
 R. W. Cameron, Box 141 Master
 Ed. K. Brehl Secretary
 J. E. Flint, Box 819 Collector
 M. A. Lea, Box 77 Receiver
 S. C. McFadden, 717 E 2d st., Magazine Agent
 Ottawa, Kan.

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 82d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St. Master
 William J. Campbell, 2546 8th Ave. Secretary
 William J. Campbell, 2546 8th Ave. Collector
 C. C. McGrane, 2358 8th Ave. Receiver
 J. L. McGrane, 2358 8th Ave. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.
 W. E. Randolph, Box 256 Master
 N. F. Colbert, Box 256 Secretary
 M. T. Byrnes, Box 256 Collector
 J. C. Potter, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall every Sunday at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 F. P. Stuteman, L Box 807 Secretary
 Geo. H. Smith Collector
 M. E. Whetzel Receiver
 F. E. O'Connell Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Chas. E. Matteson, 187 Welsh Ave. Master
 A. Edmiston, 238 Ripelle St. Secretary
 John W. Lee, 647 Congress St., E. Collector
 Ed. Heidenrich, 124 Hastings St. Receiver
 Jesse B. Dodge 338 Livernols ave. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.
 J. A. Parrish, 302 Berry St., East Master
 D. J. Singleton, 471 Humphrey St. Secretary
 D. J. Singleton, 471 Humphrey St. Collector
 S. P. Whitst, 835 So Summer St. Receiver
 H. P. Bledsoe, 205 Berry St., E. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 W. H. Boleman, 509 William St. Master
 T. Skinner, 1,504 Walnut St. Secretary
 E. F. Stiker, 1,611 Division St. Collector
 F. W. Hunter, 1,044 Main St. Receiver
 H. F. McLeish, 1010 Chestnut Street. Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 S. W. Bower, cor. Port and Linn Sts. Secretary
 S. W. Bower, cor Port and Linn Sts. Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 J. A. Richards, 1117 S 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S Main St. Master
 J. C. Doty, 311 Harrison St. Secretary
 Theo. Snader, 510 81xth St. Collector
 D. F. Wagner, 328 Jefferson St. Receiver
 Sam. E. Ivey, Box 973 Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim. Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 Dewitt Hope, Box 56 Magazine Agent

164. KEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derck, Box 202 Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.
 J. E. Brombaugh Master
 O. M. Leedy Secretary
 George B. Richason, Box 283 Collector
 Albert I. Routh Receiver
 G. W. Adams, Box 166 Magazine Agent

- 166. WM. HUGO; Huntington, Ind.**
Meets in Engineer's Hall every Wednesday at 7 P. M.
C. M. Keller, Box 619 Master
J. P. McCaulay, Box 340 Secretary
John S. Dolan, Box 915 Collector
C. E. Wallace, L Box 938 Receiver
A. W. Beaver, Box 529 Magazine Agent
- 167. MOUNT HOOD; The Dalles, Oregon.**
Meets in K. of P. Hall, 1st and 8d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
Chas. W. Bryan Master
C. E. Velin Secretary
Chas. W. Bryan Collector
Hugh Farmer Receiver
H. P. Smith, Wallula, Wash. Ter., Magazine Agent
- 168. GUARD RAIL; North La Crosse, Wis.**
Meets in B. of L. F. Hall, 129 Rose St., 1st and 8d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
Fred. Stirmann Master
J. E. Wells, 416 Avon St Secretary
George Brewer, 408 cor. Avon and Gould St., LaCrosse, Wis. Collector
Thos. Cawley, 522 Mill St Receiver
Frank M. Barker, 713 George St. Magazine Agent
- 169. H. G. BROOKS; Hornellsville, N. Y.**
Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
H. H. Sweet, 51 Elm St Master
V. C. Randolph, 79 River St Secretary
A. H. Spencer, 18 Elm St Collector
A. H. Spencer, 18 Elm St Receiver
W. A. Saylor, 18 Crosby St Magazine Agent
- 170. PRAIRIE; Huron, S. Dakota.**
Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
George E. White, 357 E 3d St Master
A. H. Garfield, 511 Beach St Secretary
Thos. C. Lauters, 520 Utah St Collector
Frank Booth, Room 1, Houghton blk Receiver
Ed. Sampson, 1036 6th St. Magazine Agent
- 171. SUNBEAM; Truro, Nova Scotia.**
Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
John J. Furguson Master
Thos. W. Hennessy, Box 167 Secretary
Peter Fraser Collector
Jas. A. Sproull, Box 167 Receiver
R. A. Sutherland, Box 173 Magazine Agent
- 172. F. G. LAWRENCE; Ottawa, Ontario.**
Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
G. W. Hawley, 44 Lorne ave Master
Mills Foster, 544 Wellington st Secretary
H. A. McAuley, Hintonbury Collector
Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
Tim Brennan, Mt. Sherwood P.O. Magazine Agent
- 173. PACIFIC; Winslow, Arizona.**
Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
Clem Weiker Master
Geo. F. Fleming Secretary
Simeon Frost, Coolidge, N. M Collector
Jas. Bullard Receiver
Wm. J. Burke Magazine Agent
- 174. HARRISBURG; Harrisburg, Pa.**
Meets cor. 3d and Cumberland Sts., Stible's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.
Ed. E. Ewing, cor. Front and Boas Sts Master
W. H. Morne, 1504 N 6th st Secretary
H. J. Roberts, 503 Riley St Collector
William Blessing, 422 Riley St Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent
- 175. TAYLOR; Newark, Ohio.**
Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
Ben. Tobin, 228 Indiana Ave Master
James Kelsey, 348 E. Main St. Secretary
Willis Stone, Gay St., E Collector
Lorane Hogue, 58 N. Arch St. Receiver
Lorane Hogue, 58 N. Arch St. Magazine Agent
- 176. MAIN LINE; Clinton, Ill.**
Meets in Warner's Hall, 1st and 3d Wednesday evenings.
A. G. Turley, Box 65 Master
W. F. Gorman, Box 286 Secretary
W. F. Gorman, Box 286 Collector
C. H. Porter, Box 41 Receiver
C. H. Porter, Box 41 Magazine Agent
- 177. SUNSET; Marshall, Texas.**
Meets in Firemen's Hall, every Thursday at 7:30 P. M.
Geo. M. Lovett Master
H. M. Worthington, Box 184 Secretary
Geo. C. Sparks, Box 184 Collector
M. H. Neal, Box 184 Receiver
H. M. Worthington, Box 184 Magazine Agent
- 178. SALT LAKE; Salt Lake City, Utah.**
Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
Leonard W. Kessler, 50 N 3d St. W Master
J. F. Keim, 704 W 1st S St Secretary
F. A. Featherston, 222 N. 3d St. W Collector
W. C. Wightman, 50 N 3d St. W Receiver
E. L. Hankins, Blake Magazine Agent
- 179. BEE-HIVE; Lincoln, Neb.**
Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.
J. W. Barber, University Place Master
J. K. Robinson, 718 H St Secretary
J. W. Barber, University Place Collector
J. K. Robinson 718 H St. Receiver
E. L. Fuller, Box 632 Magazine Agent
- 180. THREE STATES; Cairo, Ill.**
Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
M. J. Kiley, 602 Jefferson Ave Master
Frank Jaceckell, 519 15th St Secretary
David Meehan, I. C. R. E. Shops Collector
M. J. Kiley, 602 Jefferson Ave Receiver
Robert Stevenson, 438 8th St Magazine Agent
- 181. WELLINGTON; Palmerston, Ontario.**
Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
Wilson Munro Master
James Combs Secretary
Alexander Dunbar Collector
James Nicholson Receiver
Alexander Dunbar Magazine Agent
- 182. GOOD INTENT; Erie, Pa.**
Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
H. E. Hilliker, Miles' Grove Master
A. H. Gifford, 221 W 18th st Secretary
A. H. Gifford, 221 W 18th St Collector
T. F. Ray, cor 19th and Chestnut sts Receiver
Geo. Haybarger, cor 16th and Chestnut sts Magazine Agent
- 183. LAKE SHORE; Collinwood, Ohio.**
Meets in Engineers' Hall alternate Thursdays at 7 P. M.
W. H. Jayred Master
W. H. Cross Secretary
W. T. Wade, 49 Maplewood Ave Collector
E. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent
- 184. LIMA; Lima, Ohio.**
Meets 1st and 3d Sundays in Irish Hall.
E. L. Melhorn Master
M. R. Lacy Secretary
Joseph Bowsher, 498 S Tanner St Collector
John E. Myers, 734 Broadway Receiver
S. H. Hartling, 328 N Pierce St Magazine Agent
- 185. FIDELITY; Delphos, Ohio.**
Meets in Beyer's Hall every Sunday at 2 P. M.
Dan Durke, Box 311 Master
L. S. Lytle, Box 326 Secretary
J. T. McGee, Box 311 Collector
C. L. Webster, Box 311 Receiver
J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3984 State St., 1st and 3d
Sundays of each month.
J. E. Callaghan, 3613 La Salle St. Master
Jas. Manning, Wabash Roundhouse,
41st St. Secretary
John Nolan, 3829 Butterfield St. Collector
Jas. Everett, 4219 School St. Receiver
Wm. Baker, 5151 School St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, every Sunday at 7 P. M.
John W. Parson Master
M. Hudleson Secretary
Frederick L. Patton Collector
John W. Parson Receiver
W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Miehle Hall, cor. Western Ave. and
Indiana St., 1st and 3d Sundays at 2 P. M.
E. P. Tobias, 39 Fairfield Ave. Master
Walter Karch, 910 Fulton St. Secretary
Chas. Benjamin, 49 Maplewood Ave. Collector
Lewis L. Gay, 675 Park Ave. Receiver
Fred Myers, 829 Austin Ave. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and
4th Sundays.
H. L. Nichols Master
D. E. Hogan, L Box 152 Secretary
Jay Parkinson, 728 S. Jefferson St., Green
Bay Collector
Martin Sheehy Receiver
J. T. La Haie, Grand Rapids Magazine Agent

190. FERGUSON; Mitchell, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2
P. M.
Emmett Wentworth, Box 102, Sanborn, Ia., Master
Albert D. Perry, Box 727 Secretary
Oscar W. Merwin, Box 189, Sanborn, Ia. Collector
Oscar W. Merwin, Box 189, Sanborn, Ia. Receiver
Iowa Magazine Agent
Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at
7:30 P. M.
James Martin, L. Box 6 Mastey
Forrest Bullard, Box 51 Secretarr
Walter F. Jellison Collector
H. E. Conger Receiver
Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays and
4th Sunday at 7:30 P. M.
Fred L. Dexter, Box 222 Master
J. H. Mallin, 1516 Pacific Ave. Secretary
Frank S. Stevens, 1201 A. St. Collector
Phillip Green, 1516 Pacific Ave. Receiver
George Ames, 1722 E. St. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
W. Hays, Albina Master
J. F. McQuade, Box 287 Secretary
E. J. Stroud, Box 287 Collector
D. J. Byrne, Box 287 Receiver
D. J. Byrne, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30
P. M.
C. M. Doucett, Box 181 Master
W. I. Hannan, Box 101 Secretary
C. N. Baird, Box 363 Collector
George C. Slade Receiver
C. N. Baird, Box 369 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
Chas. H. Thompson Master
Chas. C. Hammond Secretary
Joseph Bagley Collector
James Duffy Receiver
James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 8th St., every
Friday at 8 P. M.
Chas. E. Phelan, Box 330 Master
S. W. Burdick Box 330 Secretary
George Loughton, Box 330 Collector
John Nelson, 312 W. 7th St. Receiver
Harry C. Newell, 221 E 12th St. Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at
1:30 P. M. in B. of L. E. Hall, Law's Building.
James Bailey Master
Sam McCormac, Box 309 Secretary
Leonard Hulbert Collector
James Bailey Receiver
A. M. Johnson, Box 337 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
V. C. Fitzsimmons, 50 1/2 State St. Master
H. P. Bayley, 15 State St. Secretary
W. T. Clark, cor. Hester St. & Ford ave. Collector
W. Y. Dennis, 15 State St. Receiver
H. G. Ferris, 35 Newton St. Magazine Agent

199. WAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National
Bank, 21 Federal St., 2d Sunday afternoon and
4th Thursday evening.
David Heinzelman, 313 Henrietta St. Master
W. B. Wiseman, 1101 Oak St. Secretary
M. J. Hallisy, 549 Crossman Ave. Collector
W. B. Wiseman, 1101 Oak St. Receiver
A. C. Clemens, 947 Sheehy St. Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening
at 7:30 P. M.
Henry Siger, N. O. & N. E. shops Master
W. H. Armstrong, L. Box 470 Secretary
John H. Woodruff, 3129 6th St. Collector
Simon F. Baker, 423 41st Ave. Receiver
Simon F. Baker, 423 41st Ave. Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
J. D. Bledsoe Master
James Gaffany Secretary
W. J. Teague Collector
Robert McKinley Receiver
W. F. Quinn, M. & O. shops Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M.,
and 3d Monday at 7 P. M.
Sinnat A. Barker 495 2d St. Master
Lewis R. Gettle, Jr., 86 N Sugar St. Secretary
Wm. Cutter, Box 320 Collector
J. H. Brandenburg, 143 Hearn St. Receiver
W. P. Matthewson Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Sunday at 2 P. M.
M. W. Smith, Box 169 Master
S. P. Phillips Box 36 Secretary
J. M. Whiteman, Box 26 Collector
V. B. Moughlor, Box 73 Receiver
G. W. Artis, Box 103 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
Geo. B. Yauch, L. D. R. Master
L. D. Roberts, L. Box 185 Secretary
William E. Dixon Collector
L. D. Roberts, L. Box 185 Receiver
J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
Christ. McGinnis, 16 State St. Master
Thos. Norwood, 217 Jefferson St. Secretary
E. H. Powell, 405 Lake St. Collector
Christ. McGinnis, 16 State St. Receiver
John R. Mullins, 116 Monroe St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts.,
every Tuesday at 7:30 P. M.
D. L. Forsyth, 88 market St. Master
Chas. A. Crane, 85 Florida Ave. Secretary
J. E. Smithers, 58 Florida Ave. Collector
Chas. A. Crane, 85 Florida Ave. Receiver
Thomas Cosgrove, K. C. M. & B. Round
House Magazine Agent

- 207. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall, 1st and 8d Thursdays
and 2nd and 4th Wednesdays.
S. H. First, 900 Water St. Master
F. H. Nichols, 1025 Water St. Secretary
Thomas Newberry, 357 E Center St. Collector
George A. Oster, 356 Randolph St. Receiver
H. J. Prenatt, 783 Garden St. Magazine Agent
- 208. KEYSTONE; Susquehanna, Pa.**
Meets in Doran's Hall every Tuesday at 7:30 P. M.
John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 387 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent
- 209. SARATOGA; Whitehall, N. Y.**
Meets in Breet's Hall, alternate Sundays.
W. R. Combs, Box 56 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 56 Receiver
Mike Bradshaw Magazine Agent
- 210. 18-K; Schenectady, N. Y.**
Meets in McCamus Hall every other Thursday.
John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
I. E. VanVranken, Box 497 Receiver
H. Maloney, Box 497 Magazine Agent
- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 8 P. M.
Stewart Bowers, 916 Wilkesbarre St. Master
C. L. McKee, 209 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St. Collector
A. J. Mickley, 725 Berwick St. Receiver
D. W. Henry, 445 Wilkesbarre St. Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Temples' Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St. Master
Geo. D. Ackerson, 42 Coffee St. Secretary
S. G. Wells, 28 Meadow St. Collector
F. C. Nichols, 28 Meadow St. Receiver
W. Graham, 80 Arsenal St. Magazine Agent
- 213. WEST SHORE; Syracuse N. Y.**
Meets in Doolittle Hall, Pine St., alternate Sun-
days.
James H. Allison, 103 Henderson St. Master
Carl E. Blanchard, 142 Oak St. Secretary
Patrick Conlon, 410 Renwick Ave. Collector
Edward Davis, 140 Oak St. Receiver
J. L. Sullivan, 103 Henderson St. Magazine Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 881 Garden St., 2d and
4th Sundays.
Jno. H. Baker, 1707 Maryland Ave. Master
J. W. Akehurst, 442 Federal St. Secretary
Geo. F. Shuman, 515 3d Ave., Hamp-
den City Collector
Geo. C. Yeagy, 448 Federal St. Receiver
T. C. Lambden, 1309 Valley St. Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St. Secretary
Wm. A. Buckbee, 52 Pine St. Collector
Chas. J. Wriker, 17 Glenn St. Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent
- 216. BLACK RIVER; Lorain, Ohio.**
Meets in K. of P. Hall, Bensor Block, 2d and 4th
Sundays at 12 o'clock noon.
J. M. Hines Master
John J. Wright Secretary
J. C. Crouch Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall, 2d and 4th Sunday after noons.
Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent
- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Clayton Colvin Master
Richard Griffith, Box 263 Secretary
Wm. Michle Collector
Richard Griffith, Box 263 Receiver
E. Taylor, Box 152 Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meets cor. Bidwell and Pennsylvania Aves. every
Monday at 2:30 P. M.
J. L. Phillips, 261 Franklin St. Master
Geo. R. Fletcher, 307 Allegheny Ave. Secretary
Samuel Overlander, 36 Bidwell St. Collector
H. B. Shaffer, 203 Locust St. Receiver
U. H. Simpson, 303 Franklin St., Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays,
at 1 P. M.
A. C. Mitchell, Box 212 Master
J. H. Kemberling, Box 212 Secretary
H. W. Shoffstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
John F. Walls, Box 212 Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at
8 P. M.
William H. Forbes Master
J. W. Gray, L Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
Wm. Shortman, Box 59 Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets in B. of L. E. Hall, 2d and 4th Sundays.
Jacob A. Fessler Master
O. G. Anderson, Box 49 Secretary
M. McVicker Collector
Homer M. Rhodes, Box 499 Receiver
A. W. Nunns, Box 299 Magazine Agent
- 223. POTTAWATOMIE; Wamego, Kan.**
Meets in Odd Fellow's Hall Sundays at 2 P. M.
R. W. Spragg Master
John H. Kane, 304 N. Fifth St., Kansas
City Secretary
F. E. Easterday, Box 173 Collector
Jas. M. Sanders Receiver
Alvin W. Roe, U. P. Depot, Salina. Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays
at 8 P. M.
Abe Vogel, 524 18th Ave N. Master
J. A. Dickinson, L Box 1123 Secretary
John Mournan Collector
Abe Vogel, 524 18th Ave N. Receiver
Marcellus Hill, Box 627 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets in Smith's Hall every Monday night.
T. L. Dummerd Master
Wm. T. Reid Secretary
Milo A. Bryant Collector
Joseph Fregeau Receiver
Joseph Fregeau Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and
4th at 7 P. M.
J. H. Dunkin, 813 Preston St., Dallas Master
W. M. Nicol L Box 230 Secretary
J. Barry, H. & T. C. R. R. Shops Collector
W. M. Nicol, L Box 230 Receiver
J. Hyndman, H. & T. C. Shops Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 2d
Wednesday and 4th Saturday at 7:30 P. M.
Theo. Haskins, 3 Birdsall St. Master
T. W. Campion, 42 Robinson St. Secretary
Robert Rothrock, Cemetery St. Collector
Theo. Haskins, 3 Birdsall St. Receiver
G. B. Warner, 80 Lewis St. Magazine Agent

225. ACRE; Scranton, Pa.
Meets in G. A. R. Hall, No. 332 Lackawana Ave.,
1st and 3d Sundays at 2:30 P. M.
R. S. Gillingham, 128 10th St., Hyde
Park Master
Wm. H. Brutzman, 329 Franklin Ave. Secretary
Albert J. Thomas, 317 S Hyde Park Ave. Collector
Hyde Park Collector
Ed. H. Beldin, 1226 Academy St., Hyde
Park Receiver
I. Firestein, 813 Hampton St. Magazine Agent

226. RICKARD; Utica, N. Y.
Meets in Post Bacon Hall 2d and 4th Sundays at
2:00 P. M.
J. J. Quirk, cor. Mary and Albany Sts. Master
Chas. A. Pease, 102 Broad St. Secretary
John A. Weigand, 32 Hubble St. Collector
Chas. A. Pease, 102 Broad St. Receiver
Fred Eblensperger, 159 Catharine
Street Magazine Agent

229. ALBANY CITY; Albany, N. Y.
Meets at Lehman Hall, 206 Washington Ave., 1st,
2d and 5th Mondays, at 7:30 P. M.
William H. Bagley, 541 Clinton Ave. Master
Courtland Maher, 11 Prospect Ave. Secretary
Luke F. Kelly, W. Albany Collector
Jas. J. Gill, 91 Livingstone, Ave. Receiver
C. Montague, 15 Hunter Ave, Magazine Agent

230. DELAWARE; Wilmington, Delaware.
Meets in G. A. R. Hall, corner d and King Sts.,
1st and 3d Sundays at 2:30 P. M.
Geo. F. Fagan, 407 S. Jackson St. Master
G. H. Larimore, 918 Poplar Sts. Secretary
I. L. Sargent, 618 W. 4th St. Collector
E. M. Sargent, 618 W. 4th St. Receiver
Jacob Z. Orr, 104 Poplar St. Magazine Agent

231. LUCKY THOUGHT; Middletown, N. Y.
Meets in A. O. H. Hall 2d Monday and 4th
Wednesday nights.
T. F. Farrell Master
Fred. H. Davis, 17 Sprague Ave. Secretary
H. B. Weeden, 281 North St. Collector
C. E. Ward, 79 Wiener Ave. Receiver
M. J. Quinn, Norwich Magazine Agent

232. GLAD TIDINGS; Moncton, New Brunswick.
Meets in Victoria Hall 1st Saturday evening and
2d Sunday afternoon.
Henry Snider, Box 376 Master
Geo. W. Speer Secretary
William H. Gay Collector
Alfred Wood, Box 376 Receiver
Geo. W. Speer Magazine Agent

233. NORTH BAY; North Bay, Ontario.
Meets in B. of L. F. Hall, alternate Tuesdays.
John Mitchell Master
Adam Beattie Secretary
James Devine Collector
John Clemenson Receiver
Adolphus Christink Magazine Agent

234. THREE BROTHERS; Pittsburg, Pa.
Meets in Welsh Bros.' Hall at cor. 26th St. and
Penn Ave., alternate Sundays, at 2 P. M.
R. O. Ferron, 2903 Penn ave. Master
J. G. Gray, 244 45th St. Secretary
Wm. J. Adams, Box 213 Wilkinsburg Collector
Jos. W. Graham, 2,907 Penn Ave. Receiver
Jos. Graham, 2,907 Penn Ave. Magazine Agent

235. HINTON; Hinton, West Virginia.
Meets in Masonic Hall every Saturday at 7:30
P. M.
W. E. Lyons Master
J. P. Lear, Box 17 Secretary
T. E. Cobbs Collector
R. P. Boyd Receiver
T. E. Cobbs Magazine Agent

236. CENTRAL PARK; Central Park, Ill.
Meets in Tilton School Hall, 1st and 3d Sun-
days.
J. J. Kennedy, 549 W. Ohio St., Chicago Master
Wm. Hartigan Secretary
David Leavitt Collector
Thaddeus Chew Receiver
G. J. Rowbottom, 188 Avers Ave.,
Chicago, Ill. Magazine Agent

238. PLAIN CITY; Paducah, Ky.
Meets in Rogers' Hall every Tuesday at 7:30 P. M.
J. P. Wesley, 1,106 Broadway Master
W. E. Paley, 1,115 Broadway Secretary
J. A. McCann, 1,115 Broadway Collector
C. F. Swanson, 716 Court St. Receiver
C. P. Boyd, 125 N 13th Magazine Agent

239. BUCKEYE; Delaware, Ohio.
Meets in Firemen's Hall, 51 N. Lake St., 2d and
4th Sundays at 1 P. M.
James B. Healy, Elmwood Place Master
Fred R. Jaynes, 13 N. Liberty ave. Secretary
Thos. F. Barker, 281 E Central Ave. Collector
Benj. Dettleback, 318 E Central Ave. Receiver
T. J. O'Connor, 167, E Winter St. Magazine Agent

240. GILBERT; Jackson, Mich.
Meets 1st and 3d Monday at 7:30 P. M., and 2d
and 4th Monday at 2:30 P. M.
George Hastings, cor. Orange and Grove
Ave. Master
M. A. Henry, 327 Quarry St. Secretary
R. J. Black, N. Elm ave. Collector
M. A. Henry, 327 Quarry St. Receiver
Edward J. Coy, 523 E Main St. Magazine Agent

241. LAKE ERIE; Buffalo, N. Y.
Meets in B. of L. E. Hall, 421 S. Division St., Al-
ternate Fridays, at 7:30 P. M.
Daniel E. Barry, 554 Swan St. Master
P. W. Springweiller, 145 Monroe St. Secretary
P. W. Springweiller, 145 Monroe St. Collector
I. H. Crossman, 500 Swan St. Receiver
F. H. Goodenough, 772 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.
Meets in Redmen's Hall, 1st and 3d Sundays at 2
P. M.
John Finlay, Jr., 505 Fulton St. Master
Harry F. Millins, 851 Magee St. Secretary
J. Hungerford, 825 Norton St. Collector
Har y F. Millins, 851 Magee St. Receiver
Percy P. Davies, 519 Penn Ave. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.
Meets 1st and 3d Sundays at 9 A. M. over National
Bank, State line.
J. S. Evans, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark. Secretary
E. H. Evans, Bonham Collector
C. J. Neff, Texarkana, Ark., Box 64 Receiver
J. J. Holmes, Bonham Magazine Agent

244. T. P. O'BROURKE; Chicago, Ill.
Meets in Schwerdtbs' Hall, 14th and Jefferson
Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30
P. M.
P. C. Winn, 225 Blue Island Ave. Master
G. M. Whitmore, 1,148 B. Grenshaw St. Secretary
E. Atkins, 180 Maxwell St. Collector
Chas. J. Lynch, 356 W. 12th St. Receiver
Elmer E. Crawford, 5360 School
St. Magazine Agent

245. GEORGIA; Savannah, Ga.
Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Steils, 64 W. Broad St. Master
Adam Hutton, 271 Bull St. Secretary
Adam Hutton, 271 Bull St. Collector
John Murphy, Gaillard St., 3 doors from
Burrough St. Receiver
C. Z. McArthur, C. R. R. shops Magazine Agent

246. MACON; Macon, Ga.
Meets in M. & W depot every Sunday.
J. I. Davidson, Congress St. Master
T. E. Jordan, cor. 3d and Boundary Sts. Secretary
W. H. Lofey, 704 3d St. Collector
E. P. Almy, 704 Third St. Receiver
H. Swansburger, 1425 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets in K. of P. Hall, every Sunday at 2 P. M.
W. H. Hollingsworth, R. & D. R.R. Shops. Master
Geo. W. Manning, 53 W. Simpson St. Secretary
T. H. Landen, W. & A, shops Collector
Chas. W. Fisher, 106 E Simpson St. Receiver
J. C. Burnett, 79 Davis st Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1:30 P. M.
 William Rose Master
 John C. Espy, Box 305 Secretary
 Dan. L. Cook Collector
 Wm. M. McGregor, Box 416 Receiver
 H. S. Redhead, Box 228 Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon Master
 R. J. Aspin Secretary
 Robert Cross Collector
 Alexander Melville Receiver
 P. F. Roach Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
 E. A. Reiley, Ashley, Pa. Master
 Peter Becker, 15 Ralph St. Secretary
 E. H. Digory, Box 130, Kingston, Pa. Collector
 Charles VanWhy, Box 73 Ashley Pa. Receiver
 Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.
 Wm. H. Spencer, Box 275 Master
 John McAllister, Jr., Box 178 Secretary
 Lafayette Wildonner, Box 275 Collector
 Charles Roberts, Box 275 Receiver
 Wm. H. Spencer, Box 275 Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at 1 P. M.
 J. C. Strawbridge, 709 Locust St. Master
 Lafayette Fridy, Box 662 Secretary
 Joseph Dennison, 640 Chestnut St. Collector
 Martin M. Hinkle, 711 Walnut St. Receiver
 H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.
 Chas. W. Scott, 24½ Grant Ave. Master
 Robert Stackhouse, 697 Broad St. Secretary
 Thos. H. Decator, 45 Hart Ave. Collector
 Frank P. Parsons, 175 Brunswick Ave. Receiver
 Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
 W. T. Mahoney Master
 A. F. Dickinson Secretary
 H. F. Reinohl, Box 524 Collector
 P. J. Farrell Receiver
 J. T. Heatwole Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.
 James M. Zorn Master
 W. S. Ballou, 704 S. C St. Secretary
 C. W. Chapman Collector
 Samuel S. Small Receiver
 Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in State Hall, every Thursday at 8 A. M.
 Joseph McMahan Master
 M. D. Flinn, 704 S. 6th St. Secretary
 J. B. Clark Collector
 G. A. Milroy, Box 114 Receiver
 M. H. Lintz Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 Charles Miller, Box 56 Master
 Aubyn W. Allison, Box 218 Secretary
 John W. Cullen Collector
 James R. Smith, Box 187 Receiver
 J. McPherson, 111 Kansas ave.,
 Trinidad, Colo Magazine Agent

258. BENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Edward Norton Master
 Chas. W. Arnold, L. Box 29 Secretary
 John M. Green Collector
 Fred. Shirk Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.
 William Buckley, 316 Third Ave E. Master
 William Buckley, 316 Third Ave E. Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 316 Third Ave E. Receiver
 J. M. Rummel, Merchant's Hotel, Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.
 G. E. Hanford, 1730 O St. Master
 Ralph Smith, Box 107 Secretary
 J. F. Hickey, Box 107 Collector
 C. W. Osborne, Box 107 Receiver
 H. C. Carragher, 321 P. St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 A. L. Crew Master
 John J. McInnis, Box 119 Secretary
 Charles McDonald Collector
 Chas. D. Martin Receiver
 John J. McInnis, Box 119 Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.
 Fred. A. Sproule Master
 John T. Neilson, Jr., 47 Medland St. Secretary
 William Hyndman, Box 61 Collector
 James Mahoney Receiver
 Wm. B. Ritchey, 41 Hook Ave. Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall 1st and 3d Thursdays at 2 P. M. and 2d and 4th at 8 P. M.
 S. M. Bridgewater, Box 10 Master
 E. P. Curtis, Box 72 Secretary
 W. H. Pipkin, Box 10 Collector
 S. M. Bridgewater, Box 10 Receiver
 W. S. Carter, L Box 10 Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 E. E. Sweeney, 27 Wyoming ave., 8 Butte Master
 J. Hatter, 114 Wyoming ave., 8 Butte Secretary
 John Alexander, 22 Wyoming ave.,
 South Butte Collector
 J. S. Sweeney, L. Box 11, South Butte Receiver
 B. C. Hankla, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St. Master
 George Schaufele, 23 Sycamore St. Secretary
 H. L. Brown, 427 Cass St. Collector
 L. A. Ogden, 233 Center St. Receiver
 S. Ide, 84 Monson St. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 W. H. Buntin Master
 J. M. Golden Secretary
 R. B. Nichols, Box 120 Collector
 M. Purdy Receiver
 E. Doner, Box 497, Antigo, Wis. Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave. Master
 J. E. Coyne, 121 Pacific Ave. Secretary
 A. H. Flynn, 87 Pacific Ave. Collector
 Wm. T. Donner, 83½ Alix St. Receiver
 P. J. LeSueur, 56½ Verret St. Magazine Agent

23. CLIFTON HEIGHTS; New Albany, Ind.
Meets in Hadden's Hall, cor. State and Market
Sts., 1st and 3d Sundays at 2 P. M.
Harry McDougall, 78 W 2d St. Master
Harry McDougall, 78 W 2d St. Secretary
George M. Kone, 230 Poplar St. Collector
J. S. Keane, 106 W Main St. Receiver
George L. Stein, 34 W 3d St. Magazine Agent

24. O. K.; Cincinnati, Ohio.
Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
J. S. Sheehan, 1110 W 6th St. Master
H. E. Jordan, 401 W. 4th St. Secretary
H. E. Jordan, 401 W. 4th St. Collector
George W. Snyder, 56 Storrs St. Receiver
H. E. Jordan, 401 W. 4th St. Magazine Agent

25. MINNEAPOLIS; Minneapolis, Minn.
Meets in G. A. R. Hall, 2006 Cedar Ave. South,
1st Sunday of at 1:30 P. M., and 3d Saturday at
7:30 P. M.
Oliver Johnson, 821 11th Ave. S. Master
Patrick Perusse, 1,837 22d St. S. Secretary
E. F. Humphrey, 22d St., between Cedar
and 19th Ave. S. Collector
George Cavanaugh, 2426 Fort Ave. Receiver
J. D. Bhemmaker, 2,011 22½ Ave.
South Magazine Agent

26. BYRAM; Port Morris, N. J.
Meets in Wm. Weiler's residence, 1st and 3d Sun-
days at 2 P. M.
Theo. F. Ayers Master
William Weiler, Box 25 Secretary
Chas. E. Force Collector
William Weiler, Box 25 Receiver
M. T. Dickerman, Box 81 Magazine Agent

27. WILSON; Junction, N. J.
Meets in Wells' Hall, 1st and 3d Sundays at 3:30
P. M.
John S. Eveland Master
Jeremiah Desmond Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent

28. DENVER; Denver, Colo.
Meets in Evans' Block, Room D, 1,126 15th St.,
every Monday evening.
Wm. Bratton, 1,245 S. 6th St. Master
John P. Dale 1140 12th St. Secretary
B. H. Hind, 1024 S. 7th St. Collector
John P. Dale, 1140 12th St. Receiver
E. A. Schlereth, 911 S. 9th St. Magazine Agent

29. JACKSON; Clifton Forge, Va.
Meets in Masonic Hall, 2d and 4th Tuesdays
at 7:30 A. M.
G. G. Davis Master
C. F. Jordan Secretary
E. H. Hyde Collector
B. G. Mooley Receiver
W. C. Mooley Magazine Agent

30. LEE; Richmond, Va.
Meets in Druid's Hall, cor. 17th and Main Sts.,
1st and 3d Sundays at 1:30 P. M.
W. B. Sanders, Carrington St., Crow's
Hill, Henrico Co., Va. Master
C. I. Smith, C. & O. Round House Secretary
W. A. DeMaine, C. & O. Round House Collector
W. B. Sanders, Carrington St., Crow's
Hill, Henrico Co., Va. Receiver
W. B. Sanders, Carrington St., Crow's
Hill, Henrico Co., Va. Magazine Agent

31. REGINA; Vancouver, B. C.
Meets in Sullivan's Hall, 1st and 3d Wednesdays.
Fred Clutterbuck, Box 624 Master
Agus Morton, Box 426 Secretary
Henry Andrews, North Bend Collector
Robert Bunt, Box 624 Receiver
James Little Magazine Agent

32. ALABAMA; Mobile, Ala.
Meets in B. of L. F. Hall, cor. Dauphin and Jo-
chim Sts., 2d Sunday at 1 P. M.
A. R. Adams, L. & N. Shops Master
W. E. Kerna, L. & N. Shops Secretary
W. E. Kerna, L. & N. Shops Collector
E. W. Bernard, L. & N. Shops Receiver
Theodore Green, L. & N. Shops Magazine Agent

278. WHITE BREAST; Laredo, Tex.
Meets in I. O. O. F. Hall, Sundays at 2:30 P. M.
J. E. Franklin Master
John J. Flynn Secretary
P. G. Lovenskind Collector
W. E. Richmond Receiver
Magazine Agent

279. MONTE SANO; Tusculum, Ala.
Meets in K. P. Hall 1st Saturday.
R. P. Taylor Master
H. H. Burkhardt Secretary
J. W. Smith Collector
H. H. Burkhardt Receiver
S. M. Hall Magazine Agent

280. OZARK; Thayer, Mo.
Meets 1st and 3d Sundays at 9 A. M., 2d and 4th
at 7 P. M., in Boyd's Hall.
W. W. Buttler Master
Chas. D. Crane Secretary
James Kennedy Collector
Curtis D. Rice Receiver
Mat Frith Magazine Agent

281. MISSION; Yoakum, Texas.
Meets in K. of P. Hall, 2d and 4th Sundays at 9
A. M.
Geo. J. Flynn, Box 61 Master
W. H. Martin, Box 61 Secretary
J. F. Conlon, Box 61 Collector
R. D. Corey, Box 61 Receiver
Geo. Nichols, Box 61 Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.
Meets in B. of L. E. Hall, Main St., between 4th
and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham Master
Calvin Minnear Secretary
Grant Laferty Collector
Harry Standring Receiver
C. H. Tennyson Magazine Agent

283. LACKAWANNA; Great Bend, Pa.
Meets in Red Men's Hall, 2d Sunday at 9:30 A. M.,
and 4th Sunday 3 P. M.
Peter Wentz, Jr., Hallstead, Pa. Master
E. Edenger, Box 67 Secretary
W. B. Trowbridge, Hallstead, Pa. Collector
H. P. Trowbridge, Hallstead, Pa. Receiver
S. H. Wells, Hallstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.
Meets in Elk's Hall, 852 Chapel St., 1st and 3d
Sunday at 2 P. M.
Levi H. Rude, 51 DeWitt St. Master
Ed. A. Ferrill, 159 Rosette St. Secretary
John Scannell, Box 1124 Collector
William A. Pyle, 46 Arthur St. Receiver
Ed. J. Kenney, 196 Cedar St. Magazine Agent

285. CHARTER OAK; Hartford, Conn.
Meets in Bliss Hall, cor. Pratt and Main Sts., 2d
and 4th Sundays
Robert H. Osmond, 55 Allen Place Master
Emery E. Bill, 27 Vine St. Secretary
Henry Vanderburg, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.
Meets in Lester Adams Hall, 2d and 4th Sundays
at 2 P. M.
John C. Kull, cor. Washington & Astor Sts. Master
Will F. Carle, 609 N Washington Ave. Secretary
Will H. Moore, 110 Kirsch St. Collector
J. C. Kull, cor. Washington & Astor Sts. Receiver
Will F. Carle, 609 N Washington
Ave Magazine Agent

287. ALTOONA; Altoona, Pa.
Meets in Ramey's Hall, 12th St., between 8th and
9th Ave., 2d and 4th Sundays at 2 P. M.
Chas. H. Ross, 416 Fifth Ave Master
W. E. Burket, 823 16th St. Secretary
E. K. Gerhard, 1903 Union Ave. Collector
F. A. Davis, 1923 13th Ave. Receiver
Jas. J. Anthony, 1903 Union Ave. Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.

A. S. Houlthouser, Box 5 Master
P. J. Sullivan, Box 48 Secretary
A. S. Houlthouser, Box 5 Collector
R. S. Robinson, Box 102 Receiver
Frank Little, Box 35 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.

Raimon Segasser, 153 Cowart St Master
J. C. Gilbreath, 618 Cowart St Secretary
J. A. Hartsock, 153 Cowart St Collector
Garrie Vanarsdale, 153 Cowart St Receiver
Garrie Vanarsdale, 153 Cowart St Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.

T. H. Hart, 412 Washington St Master
C. E. Lowe, 412 Washington St Secretary
J. T. Hart, 412 Washington St Collector
Fred Ozic, 412 Washington St Receiver
L. R. Bickel, 120 3d St., S Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Schielein Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.

Geo. A. Carman, Sackman St., near Liberty ave Master
Geo. W. Bruno, 160 Hull St Secretary
W. J. Cox, 45 Snedeker ave Collector
Thomas H. Smith, 793 Monroe St Receiver
John A. Bolger, 12 Hull st (E.D.) Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.

C. N. Kidd Master
F. H. Richards Secretary
J. R. Phelps Collector
M. C. Andrews Receiver
C. N. Kidd Magazine Agent

293. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.

H. J. Kimbrell, Box 5 Master
Henry A. Heberling, Box 646 Secretary
Hugh A. Fagan Collector
Henry A. Heberling, Box 646 Receiver
Thos. D. Harrington, Box 265 Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 8d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.

Frank H. Rowley, Box 262 Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
H. A. Wells Receiver
H. A. Wells Magazine Agent

295. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady Sts. 1st and 3d Sunday.

Martin L. Mitchell, 801, Switz St Master
F. W. Duncan, 110 W 5th St Secretary
Geo. Daugherty, 814 W 4th St Collector
Martin Gillin, 813 Switz St Receiver
D. H. Moriarity, 1408 Perry St Magazine Agent

296. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.

M. T. Osborne Master
Peter Crossen, 707 Garfield Ave Duluth, Minn Secretary
B. W. Pink Collector
Thos. R. Taylor, Box 466 Receiver
Dan. F. Lantry Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.

George T. Shirley Master
C. E. Buehler Secretary
Harry Delahunt Collector
B. M. Bennett Receiver
M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.

B. L. Hardaway, Box 46 Master
Robert M. Gilkey, Box 119 Secretary
H. Neate, Williston Collector
Geo. McLean Receiver
John W. Goss, Glasgow, Montana Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.

George W. Reed, Box 83 Master
B. W. DeHaven, Box 592 Secretary
Peter Beck Collector
E. R. Colvin Receiver
J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 7 P. M.

W. H. Henry, Box 49 Master
A. S. Hewitt, L Box 834 Secretary
A. S. Hewitt, L Box 834 Collector
Wm. H. Williamson, Box 158 Receiver
Harry F. McLean, Box 831, Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M. and 3d Friday at 7 P. M.

Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norris Collector
W. C. Baldwin Receiver
T. G. Averill Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.

J. P. Smith, Box 261 Master
C. Y. Hood Secretary
S. A. McPhee, Box 387 Collector
Dennis Lowney Receiver
T. F. Hunt Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schiltz Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.

J. J. Corcoran, 6 Larue St Master
T. W. White, 261 N. Wason St Secretary
E. S. Manley, 65 Main St., up stairs Collector
James H. Nance, 118 N Everett St Receiver
E. S. Manley, 65 Main St., up stairs Magazine Agent

304. THREE BEACH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening 7:30 P. M.

Saml Leetham Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
J. J. Hicks Receiver
Wm. Farley, L. R. & M. R. R Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening William Burrage, Box 79

Russell Woods Secretary
J. J. Sheridan Collector
John Boeman Receiver
John B. Baxter Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M., in Temple Hall, Sanborn Block.

E. B. Chandler, 22 West St Master
M. F. Cleary, 26 Pearly St Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St Receiver
J. C. Muzzey, Bradford, N. H. Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.

Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent

- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**
Meets in B. of L. F. Hall every Sunday at 2:30 P. M.
Wm. Smith, Box 109, Eagle Pass, Texas . . . Master
Frank B. Slater, Box 109, Eagle Pass, Texas . . . Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. . . Collector
S. R. James, Box 109, Eagle Pass, Texas . . . Receiver
J. H. Moore, Box 109 . . . Magazine Agent
- 309. BARTHOLDI; Long Island City, L. I., N. Y.**
Meets 2d Mondays and 4th Saturdays at 8:00 P. M. in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island City, N. Y. . . Master
Jas. B. Brennan, 76 East Ave., Long Island City, N. Y. . . Secretary
John J. Galvin, 46 Clay St., Green Point, L. I., N. Y. . . Collector
W. J. Simon, 106 3d St., Long Island City, N. Y. . . Receiver
Wm. Rooney, 129 East Ave., Long Island City, N. Y. . . Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.
J. T. Cole . . . Master
Ed. J. Marks . . . Secretary
Eli L. Kistler . . . Collector
H. B. Clark . . . Receiver
A. J. Dunmire . . . Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North . . . Master
Wm. A. Kennedy . . . Secretary
Wm. A. Kennedy . . . Collector
Robert Rippin, Box 238 . . . Receiver
T. H. Garrity . . . Magazine Agent
- 312. MOUNT SHASTA; Dunsmuir, Cal.**
Meets in I. O. O. F. Hall every Monday night
Harry L. Walther . . . Master
F. W. Walraven . . . Secretary
A. W. Cole . . . Collector
Archie De LaMontanya . . . Receiver
Archie De LaMontanya . . . Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets in Melville Hall, alternate Mondays at 7:30 P. M.
Oscar Kengott, 314 Colorado Ave., Kansas City, Kan. . . Master
John M. Frain, 108 Missouri Ave., Kansas City, Kan. . . Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City . . . Collector
E. C. Hadlock, Box 183 . . . Receiver
A. H. Ashby, Box 147 . . . Magazine Agent
- 314. GRAND FORKS; Grand Forks, North Dakota.**
Meets in K. P. Hall, Casselman Building, 1st and 3d Sundays at 2 P. M.
Geo. W. Sebastian, Crookston, Minn. . . Master
G. S. Chase . . . Secretary
T. D. Wheelon . . . Collector
J. M. Hamm . . . Receiver
P. P. Rand . . . Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall, 101 Hudson Ave.
C. H. Haverly, 85 Hudson Ave. . . Master
H. A. Norton, 119 Hudson Ave. . . Secretary
Willis J. Spafford, 2252 5th Ave., Troy . . . Collector
J. M. Williams, 20 Ingalls Ave., Troy . . . Receiver
Eugene D. Brizer, 472 8th St., Troy, N. Y. . . Magazine Agent
- 316. OREGA; Buffalo, N. Y.**
Meets in Siebert's Hall, cor. Jefferson and Bristo. Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave. . . Master
Wm. M. Walsh, 1903 Broadway . . . Secretary
P. J. Donovan, 780 S Division St. . . Collector
Joseph Kennedy, 811 Williams St. . . Receiver
P. J. Donovan, 780 S Division St. Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**
Meets in I. O. O. F. Hall, every Saturday evening at 7:30 P. M.
E. H. Zirekel . . . Master
C. M. Broughton, L. St. L. & T. Ry. . . Secretary
C. N. Hudson . . . Collector
George A. Brown . . . Receiver
C. M. Broughton, L. St. L. & T. Ry. Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward . . . Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward . . . Collector
W. B. Knepper, Glenwood, 23d Ward . . . Receiver
J. E. Fox, Glenwood, 23d Ward . . . Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets in I. O. O. F. Hall, every Tuesday at 6:30 P. M.
Harry R. Brown, Jr. . . Master
Albert Harden Box 290 . . . Secretary
Albert Harden, Box 290 . . . Collector
J. H. Rowland . . . Receiver
J. H. Rowland . . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
D. Lordan, 657 Edgerton St., St. Paul . . . Master
J. H. Salley, 833 Payne Ave., St. Paul . . . Secretary
Wm. Dykeman 495 Bradley St. . . Collector
Chas. L. Work, 707 Minnehaha St., St. Paul . . . Receiver
P. Copeland, 312 S 3d St., Stillwater . . . Mag. Agent
- 321. SNOW DRIFT; Chapleau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
Jas. D. McAdam, Box 116 . . . Master
John H. Stern, Box 110 . . . Secretary
Kenneth McRea, Box 116 . . . Collector
Geo. B. Nicholson, Box 113 . . . Receiver
Thos. Burt, Box 112 . . . Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**
Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. H. Kirkland, 2,351 Washington St. . . Master
Luke F. Brennan, 2,351 Washington St. . . Secretary
Ben. M. Snyder, 2,351 Washington St. . . Collector
Thos. O'Brien, 2,351 Washington St. . . Receiver
Ullman D. Luce, 769 W. 14th St., Chicago, Ill. . . Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Frank Andrew . . . Master
James McCabe . . . Secretary
Michael Schmauch . . . Collector
William J. Dintinger, Box 347 . . . Receiver
Joseph Mucklow . . . Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**
Meets in K. of P. Hall every Sunday at 7 P. M.
Geo. W. Goldsby . . . Master
E. R. Curl . . . Secretary
W. A. Hinds . . . Collector
C. E. Winther . . . Receiver
A. Goike . . . Magazine Agent
- 325. SATILLA; Waycross, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
Thos. M. Foran . . . Master
H. J. Smith, Box 24 . . . Secretary
H. B. Lee . . . Collector
Wm. L. Knox . . . Receiver
John W. Miller . . . Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
G. P. Clough, 6 Allison St. . . Master
C. H. Alger, 12 Gay St. . . Secretary
G. E. Lovelace, 8 Webster St. . . Collector
G. P. Clough, 6 Allison St. . . Receiver
M. W. Maybee, 7 Pike St. . . Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening.
Charles Diefenbaugh . . . Master
J. N. Brabant . . . Secretary
F. B. Hardy . . . Collector
Wm. C. Cox . . . Receiver
Jas. A. McElwell . . . Magazine Agent

- 328. SPANISH PEAKS; La Junta, Colo.**
Meets in Grand Army Hall, Mondays, at 2 P. M.
John C. Cole Master
Charles Gray Secretary
Archibald Russell Collector
Leslie Jones Receiver
L. W. Gilbert Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
John Milheiser, Box 102 Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
B. J. Dunlap, L. Box 286 Receiver
Gus Lind, Box 147 Burr Oak Kan. Mag. Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets in Mellville Hall, 2d and 4th Sundays at 7:30 P. M.
T. J. Birch, 618 Highland Ave. Master
Frank Vaughn, 319 Berger Ave.,
Armourdale Secretary
J. F. Casey, 617 W. 7th St., Kansas City,
Mo. Collector
E. D. Root, 739 Simpson Ave. Receiver
G. W. Smith, 11 N. 7th St. Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
John J. McCarthy, 8 Englewood Master
D. D. Flood, Box 84, S Englewood Secretary
T. J. Hogan, 714 Englewood Ave. Collector
J. D. Flood, Box 84, S Englewood Receiver
Wm. T. Clodglo, 8 Englewood Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets in Library Building 1st Sunday and every Wednesday at 7 P. M.
W. B. Haws, 511 Watkins St. Master
John W. Wright, 746 Green St. Secretary
James I. Roney, 320 Pine St. Collector
C. A. Jansen, Ga. R. R. Receiver
D. S. Brodie, Central R. R. Shops Magazine Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets in Erickson's Hall, 3847 Lancaster St., alternate Wednesdays at 8 P. M.
H. C. Reagan, 3,319 Rockland St. Master
R. L. Tomlinson, 3837 Linwood St., W
Philadelphia Secretary
C. H. Maul, 830 N 40th St. Collector
Harry C. Ewing, 830 N 40th St. Receiver
Harry C. Ewing, 830 N 40th St. Magazine Agent
- 334. LONG BOULEVER; East Syracuse, N. Y.**
Meets in A. O. U. W. Rooms every Thursday night
E. S. Freeman Master
George M. Shaffer Secretary
E. J. Terry Collector
Jas. H. Fitzgerald Receiver
Joseph Gale Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets in B. of L. F. Hall, 11 Moreau St.
Alfred Fring, 8 Donegan St., Montreal Master
A. Mayne, 64 Moreau St. Secretary
J. C. Currie, 447 St. James St., Montreal, Collector
J. G. A. Brazeau, 83 Moreau St. Receiver
C. Herbert Pye, Smith's Falls, Ont. Magazine Agent
- 336. FALL RIVER; Needlesha, Kansas.**
Meets in Pierce's Hall, 2d and 4th Saturdays.
R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Charles Kochler Collector
R. C. McClellan Receiver
G. Harman, Box 45, Monett, Mo. Magazine Agent
- 337. BIG FOUZ; Kansas City, Mo.**
Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
Homer Howard, 1210 Reservoir Ave. Master
Charles T. Largent, 1673 Madison Ave. Secretary
A. A. Sharum, 1,836 Mercer St. Collector
L. F. Stephens, Adaline and W. Prospect
Place Receiver
J. W. Leonard, 1641 Bellevue Ave., Mag. Agent
- 338. WEST BRANCH; Renovo, Pa.**
Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland, Clermont, Pa. Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. RED MOUNTAIN; Birmingham, Ala.**
Meets in Allen Hall every Sunday at 9 A. M.
C. F. Barnett, Union Ticket Office Master
W. G. Bailey, L. Box 703 Secretary
W. M. Alexander, 1,604 7th Ave. Collector
J. E. Dickerson, East Lake Receiver
A. Zimmerman, 210 22d St. S. Magazine Agent
- 340. STAR OF THE WEST; Newton, Kansas.**
Meets in Odd Fellows' Hall, 1st and 2d Thursday at 7:30 P. M.
John Hampson, 218 W. 6th St. Master
John Clarke, 317 Ash St. Secretary
Thos. Breen Collector
Chas. E. Jackson Receiver
John Clarke, 317 Ash st. Magazine Agent
- 341. GOLD RANG; Donald, B. C.**
Meets in Firemen's Hall 1st and 2d Wednesdays and 3d and 4th Sundays.
Arthur Randall Master
Francis H. Carson Secretary
George B. Govett, Box 49 Collector
James Falconer, Canmore, N. W. Ter. Receiver
H. J. McSorley Magazine Agent
- 342. CASCADE; Medicine Hat, North West Terr.**
Meets in General Hall, 2d Wednesday and 4th Thursday.
Wm. Lowe, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Wm. Veal, Box 54 Magazine Agent
- 343. NEW STATE; Spring Hill, Montana.**
Meets in Engineer's Hall every Wednesday at 2:30 P. M.
M. C. Cavanaugh, Lima Master
Wm. B. Dean, Lima Secretary
Magnus Ouse, Lima Collector
Albert E. Jones, Lima Receiver
W. B. Dean, Lima Magazine Agent
- 344. LAS ANIMAS; Trinidad, Colo.**
Meets in Odd Fellow's Hall, N Commercial St., 1st and 2d Sundays at 1:30 P. M.
J. V. Dailey Master
E. E. Perry, Box 470 Secretary
E. E. Biggs, Box 470 Collector
J. E. Durden, 240 Oak St. Receiver
John McCauley Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets 1st and 3d Saturday at 8 P. M.
W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
James Lyons, Box 24 Receiver
J. N. Ballew Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall every Monday at 7 P. M.
F. T. Martin, 301 E Wright St. Master
Geo. B. McArthur, 201 Gregory St. Secretary
Geo. S. Walker, 300 E Wright St. Collector
F. T. Martin, 300 E Wright St. Receiver
R. P. Harmon, 1108 E Jackson st. Magazine Agent
- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall every Thursdays at 3 P. M.
William C. Fadel, Box 418 Master
James Youngblood, Box 418 Secretary
Augustus Falkner Collector
B. S. Williams, L. Box 21 Receiver
James B. Carothers Magazine Agent
- 348. BLUE MOUNTAIN; La Grande, Oregon.**
Meets every Wednesday at 3 P. M. in K. of P. Hall
Wallace Duryea Master
O. M. Abel Secretary
John Walker Collector
E. A. Stephens, L. Box 18 Receiver
E. A. Stephens, L. Box 18 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.
Martin O'Hara, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
S. S. Poole, New Durham, N. J. Collector
Harry Poynton, New Durham N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. Compton, S. Amboy Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore R. Mertz Receiver
Jas. P. Wade Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
Edward Doudt Master
Edward T. McNally Secretary
J. S. Pursell Collector
Charles Prutzman Receiver
Wm. Hartly Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineers' Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
John H. Sweeney Master
Charles E. Preston Secretary
Luke Hale Collector
C. P. Kelly, 80 Foundry St Receiver
J. W. Holland, 175 Main St Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets in E. A. U. Hall, 1st and 3d Sundays.
Chas. E. Livingston, 4 Philip ave Master
W. E. Moynihan, 58 S. Main st Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
A. B. Morgan, 14 Plain St Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
John Curran, 222 Erie St., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genung, Chatham, N. J. Receiver
C. Q. Carman, Jr., Boonton Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St Master
John Molloy, 500 S. Desplaines St Secretary
H. H. McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S. Desplaines St Receiver
M. O'Grady, 701 Scott St Magazine Agent
- 356. CHAUNCEY M. DEPEW; Albany, N. Y.**
Meets 1st and 3d Sundays at 2 P. M.
Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroff, 160 Clinton Ave Magazine Agent
- 357. JUSTICE; Vancoboro, Maine.**
Meets in Plummer's Hall, Vancoboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
John E. Shea Master
Whitefield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
E. A. Kennedy Receiver
F. W. Henderson, Portland, St. Magazine Agent
John. N. B.
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
Christopher McKay, 154 Isabell St Master
W. R. Ferrin, 127 E. Isabell St Secretary
W. R. Ferrin, 127 E. Isabell St Collector
Peter Anderson, 1423 Washington Ave., S. Minneapolis Receiver
Fred. Whistean, West St. Paul Round House Magazine Agent
- 359. BIG PLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.
T. M. Brown, Chanute, Kan. Master
E. E. Hansen, E. Harvey Ave Secretary
R. E. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
Sam. R. Pursel, 101 Mound St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, 1,109 Market St., Sandusky, O Receiver
Jos. Greetham, 1204 Washington St., Sandusky, Ohio Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**
Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.
Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent
- 362. CATARACT; Suspension Bridge, N. Y.**
David Haley, Niagara Falls, N. Y. Master
John C. White, Box 325 Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swailwell, Niagara Falls, N. Y. Receiver
R. J. Pitts, 56 4th st., Niagara Falls, N. Y. Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 8th Ave., 1st and 4th Sundays 2 P. M.
A. W. Eggleston, White Plains, N. Y. Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 3.8 Willis Ave Receiver
M. J. Lynch, 378 Willis Ave Magazine Agent
- 364. SOUTHERN STAR; Sanford, Fla.**
Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
C. S. Perry Master
Fred. M. Buck Secretary
Andrew A. Holland Collector
Andrew J. Harvey Receiver
Andrew A. Holland Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets in G. A. R. Hall 1st and 3d Saturday evenings.
J. W. Stack Master
A. E. Wells, Box 568 Secretary
F. L. Darling, Windsor, Vt Collector
A. G. Firman, Windsor Vt Receiver
F. E. Keach, 1 Estabrook St., Brattleboro, Vt. Magazine Agent
- 366. OASIS; Ogden, Utah.**
Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
Chas. H. Smith, Box 8 Master
J. R. Ross, Box 8 Secretary
James Tomasek, Box 8 Collector
E. E. Babcock, Box 8 Receiver
Sam Walker Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets in Engineers' Hall, 1st and 3d Saturday evenings.
Wm. H. Steele Master
M. J. McCabe, Box 200 Secretary
Robt. S. Green Collector
John G. Dikeman Receiver
M. J. McCabe, Box 200 Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of H. Hall on Booneville St. (Headly Blk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
B. S. Chinn, 802 W Elm St Master
Jno. Gallagher, 343 Brower St Secretary
Chas. D. Jacquith, 724 Evans St Collector
J. W. Nipple, 752 Mt. Vernon St Receiver
J. W. Welch, 816 W. Walnut St Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
Merton Stewart Master
W. L. Kellogg Secretary
G. P. Metler, Wagner, Kan Collector
J. C. Wickham, Box 304 Receiver
L. O. Leimbach Magazine Agent

379. NEOSHO VALLEY; Council Grove, Kan..
Meets in A. O. U. W. Hall, 2d and 4th Wednesday
at 7:30 P. M.
Mat. S. Gilfrly Master
Clarence G. Stone Secretary
Charles E. Leeman Collector
Charles Torrence Receiver
Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.
Meets 1st and 3d Fridays at 7:30 P. M.
R. S. Reardon, Box 335 Master
A. H. Page, Box 335 Secretary
J. C. Fletcher, Box 335 Collector
John Dandy, Box 256 Receiver
A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.
Meets in J. M. Walker Hall, 1st Wednesday after-
noon and 3d Wednesday evening.
Geo. H. Smith, Box 33 Master
Samuel Hunter, Box 33 Secretary
F. W. Fahrrenkamp, Box 33 Collector
W. D. Pettibone, Box 135 Receiver
A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.
Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 1 P. M.
W. F. Hackett, Box 316 Master
John McPhie, Box 262 Secretary
F. Courtway Collector
Frank McAdams, Box 223 Receiver
Geo. W. Warren, Box 223 Magazine Agent

374. McALLISTER; Herrington, Kan.
Meets in Masonic Hall, 1st Thursday at 1:30 P. M.,
and 3d Thursday at 7:30 P. M.
L. Gay, L Box 355 Master
H. S. Smith, L Box 355 Secretary
J. M. McChord, L Box 337 Collector
H. G. Decker, Box 111 Receiver
H. G. Decker, Box 111 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.
Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d
Sundays at 2 P. M.
John F. Hoban, 635 E 2d St Master
Horace Hopkins, 452 May st Secretary
Frank G. Stillwell, 28 N Van Lear St Collector
N. W. Rose, 19 Galloway St Receiver
John Ryan, 120 Crane St Magazine Agent

376. J. H. KIRK; Horton, Kan.
Meets in Mitchell's Hall every Saturday evening.
Wm. J. Canney Master
J. A. Carter, C. K. & N. Round House Secretary
J. A. Carter, C. K. & N. Round House Collector
Thomas Sheahan, L Box 39 Receiver
James E. George, L Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.
Meets in Harrington & Wildmar's Block, 1st and
3d Tuesdays at 8 P. M., and 2d and 4th at
8:00 A. M.
H. A. Belding, Box 220 Master
C. S. Ellinwood Secretary
W. J. Baldwin, Box 79 Collector
C. A. Wilcox, Box 301 Receiver
G. W. Nash Magazine Agent

378. HOLBROOK; Chartiers, Pa.
Meets every Sunday in Christian Hall, McKees
Rocks, Pa., at 1:30 P. M.
W. H. Graham, McKees Rocks, Pa Master
D. W. Scott, McKees Rocks, Pa Secretary
W. F. Morgan, McKees Rocks, Pa Collector
Frank J. Thomer, 5720 Penn ave.,
Pittsburg, Pa Receiver
Frank J. Thomer, 5720 Penn ave.,
Pittsburg, Pa Magazine Agent

379. WEAVER; Sayre, Pa.
Meets in K. of H. Hall, Cornell's Block, 1st and
3d Sunday at 11 A. M.
Wm. Preston, Waverly, N. Y Master
James H. Denton, Box 290 Secretary
Wm. J. Stewart, Box 216 Collector
Johnson Walt Receiver
Johnson Walt Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.
Meets in I. O. O. F. Hall, 1st and 3d Sundays at
1:30 P. M.
B. F. Slater Master
Wm. J. Aggus Secretary
A. A. Zimmerman Collector
Wm. J. Aggus Receiver
Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.
Meets in B. of L. F. Hall 2d and 4th Sundays at
1:30 P. M.
J. C. Heas Master
H. E. Miller Secretary
C. G. Graham Collector
L. G. George Receiver
H. M. McPeaters Magazine Agent

382. BETHESDA; Waukesha, Wis.
Meets in Engineers' Hall, 1st and 3d Sundays at
2 P. M.
Alex. Turner, Box 830 Master
J. J. Purcell, Box 1150 Secretary
Chas. Vrooman, Box 830 Collector
J. M. Dowd, Box 1150 Receiver
Jas. H. McMahan Magazine Agent

383. PETROLEUM; Oil City, Pa.
Meets in K. of L. Hall, cor. Seneca and Syc-
amore Sts., 2d Sunday and 4th Monday.
Ed. McAbee, 80 Canal St., Olean, N. Y Master
John H. Quirk, Box 350 Secretary
Thomas F. Martin Collector
Timothy Downey Receiver
L. G. Stone, 317 Seneca St Magazine Agent

384. R. H. WILBUR; Lehighton, Pa.
Meets in Reaber's Hall, 1st and Bank Sts., 2d and
4th Sundays.
Wm. F. Holford Master
Alvin H. Miller, Weissport, Pa Secretary
A. T. Henry, Weissport, Pa., Box 122 Collector
Alvin Rex Receiver
Wm. F. Holford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.
Meets in I. O. O. F. Hall, 2d and 4th Mondays at
10 A. M.
M. S. Tucker Master
L. Burkhalter Secretary
L. Burkhalter Collector
Henry Montgomery Receiver
B. L. McGinnis Magazine Agent

386. RAMONA; National City, Cal.
Meets 2d and 4th Sundays at 2 P. M., in Firemen's
Hall.
Edward Curtis Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd, Otay Receiver
J. M. Davis, Box 573 Magazine Agent

387. RED ROCK; Schreiber, Ontario.
Meets in B. of L. F. Hall, 1st and 3d Mondays.
Alfred Bilbe, Box 53 Master
Fred. Hedge Secretary
W. T. Norris, Box 111 Collector
J. A. Walker, Box 86 Receiver
James Wilson, Box 38 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.
Meets in Firemen's Hall, 170 Reid St, 1st and 3
Sundays at 2:30 P. M.
J. M. Grobben, 942 Kinnickinnie Ave Master
Maurice Collins, 584 Hanover St Secretary
Wm. McHenry, 193 Burrell St Collector
Wm. McHenry, 193 Burrell St Receiver
John Pier, 261 Madison St Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
Harry L. Stow, Box 106 Master
Jos. Claybaugh Secretary
George Zugswerd Collector
A. H. Tucker Receiver
Jerry Shea Magazine Agent

- 390. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
J. W. Littlejohn Master
J. C. Doughty Secretary
William M. Wickel Collector
C. H. Oliver Receiver
Wm. Winfrey Magazine Agent
- 391. NAUVOO; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
2d and 4th Sundays at 2 P. M.
Wm. B. Bock Master
E. H. Pattison Secretary
Harry R. Kinne Collector
O. L. McClellan, Box 88 Receiver
E. M. Babb, Box 855 Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**
Meets in Odd Fellows' Hall 1st and 3d Monday
evenings.
M. S. Anderson, Box 219 Master
John D. Davis, Box 20 Secretary
Luther H. Martin Collector
Wm. B. Ransom, Cokeville, Pa. Receiver
J. D. Davis, Box 20 Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
Wm. C. Taylor, 1506 First St Master
S. M. Myers, 506 Kelker St Secretary
Frank Snyder, 1228 N 7th St Collector
William K. Drake, 1581 N 6th St Receiver
William C. Taylor, 1506 N 5th St Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
2d Saturday and 4th Sunday at 2:30 P. M.
E. K. Cole, Riverside Hotel Master
B. A. Downen, Riverside Hotel Secretary
Charles E. Harris Collector
B. A. Downen, Riverside Hotel Receiver
D. A. McCarter, Riverside Hotel, Magazine Agent
- 395. HILLARD FOSTER; N. Topeka, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Sundays at
7:30 P. M.
Wm. H. Riley, L. Box 129 Master
Wm. Ashworth, L. Box 129 Secretary
John T. Cuff, 118 Topeka av., Topeka, Collector
C. S. Wilcox, L. Box 129 Receiver
John T. Cuff, 118 Topeka av., Topeka, Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in B. of L. F. Hall every Monday at 2:30 P. M.
Paul J. McBride Master
W. Sims Secretary
D. W. Harding Collector
W. Sims Receiver
G. W. Seybeck Magazine Agent
- 397. LONG DIVISION; Holsington, Kansas.**
Meets in Masonic Hall, 1st and 3d Wednesdays,
at 10:00 A. M.
S. B. Scrogin Master
F. M. Rainey Secretary
Alonso C. Shaffer Collector
S. B. Scrogin Receiver
Frank J. Farnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellow's Hall, 1st Ave., opposite city
market, every Sunday at 2 P. M.
Wm. M. Reeves, 944 Fifth Ave Master
Walter K. Mahone, 1232 Third Ave Secretary
B. G. Harvey, 900 Fifth Ave Collector
Henry Dickens, 944 Fifth Ave Receiver
Jas. A. Landers Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
Meets in Teutonia Hall, 2d and 4th Thursdays at
7:30 P. M.
James Gordon, 586 N Rampart St Master
Jas. C. Dupre, 111 Elysian Fields St Secretary
Jas. C. Dupre, 111 Elysian Fields St Collector
George Perry, 159 Spain St Receiver
Wm. A. O'Donnell, 164 Laurel St. Magazine Agent
- 400. MARIAN DES CYGNE; Osawatomie, Kan.**
Meets in Odd Fellows' Hall every Saturday at 7
P. M.
George P. Reed Master
W. A. Bedell Secretary
C. Henderson Collector
Daniel King Receiver
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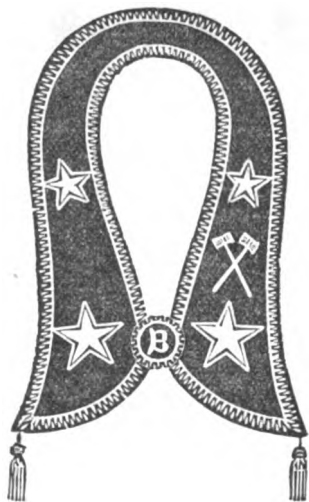
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[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1889.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., and has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We feel confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E. [SEAL.]

G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1889.

TO BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the unprincipled representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division, No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

Trusting that I may receive a share of your patronage, and will be more than pleased to add your name, one and all, to our list of membership, assuring you that I will use every honest and honorable means to secure your patronage. For rates, etc., address

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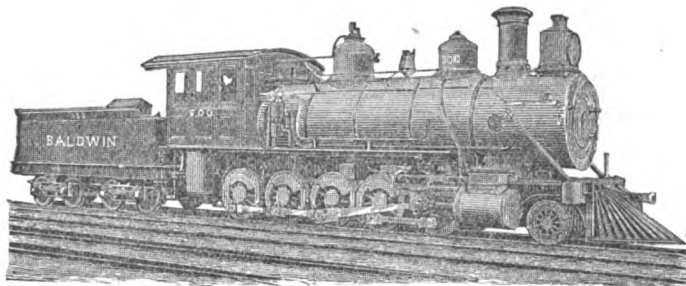
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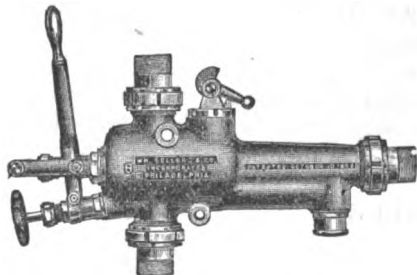
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LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XIV.

MAY, 1890.

No. 5.

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EUGENE V. DEBS, . . . *Editor and Manager.*

THE EIGHT-HOUR MOVEMENT.

The decree has gone forth that on the first day of May, 1890, an effort shall be made by the wage-workers of the United States to establish eight hours as a day's work.

The agitation of the hour question in relation to a day's work dates back to the early days of the century. It is not, therefore, a new question. It is, on the contrary, somewhat antiquated, but it is, nevertheless, active, vital, and aggressive. It will not down. It invites discussion. It courts investigation. In the early days of the present century fourteen hours, as a general proposition, constituted a day's work.

The records show that as early as 1806 the agitation for a reduction of the hours of work was entered upon by the journeymen ship carpenters and calkers of New York.

This was continued with more or less spirit till 1832, when the ship carpenters and calkers of Boston struck for ten hours. They did not succeed. But in 1832-33 these trades in New York and Philadelphia did succeed in establishing the ten-hour day.

The agitation continued and spread. In 1840, Martin VanBuren, President of the United States, issued his proclamation making ten hours a day's work in the navy yards of the nation.

In 1841 the Governor of New Jersey recommended legislation in favor of shorter hours. He said: "Constant and unremitting toil prevents intellectual improvement and leads to physical and moral debasement."

In 1841 a firm of ship builders at Bath, Maine, adopted the ten-hour system.

In 1845 a mass meeting was held at Pittsburgh to urge the adoption of the ten-hour day. A strike followed, which continued for five weeks, and proved a failure, but the agitation continued.

In 1846 immense mass meetings were held in New England, New York and Pennsylvania, and many strikes followed. American workingmen were aroused and were everywhere aggressive.

In 1847 the British Parliament passed a ten-hour law, and immediately American workingmen renewed the agitation with greater energy than at any previous period. Mass meetings were held throughout the Eastern and Middle States.

In 1847 New Hampshire passed a ten-hour law. This afforded great encouragement, and agitation was spirited throughout 1848. In 1850 an Industrial Congress was held at Chicago, and numerous resolutions were adopted designed to ameliorate the condition of working men.

In 1853, eleven hours, as a day's work, went into operation in many places. Three hours had been gained to thousands of

working men. In many instances, four. In Massachusetts and Rhode Island ten hours for a day's work became the rule, but in some of the States eleven and thirteen hours were still demanded. Throughout the West the ten-hour system became the rule.

In 1868 Congress passed the eight-hour law for all Government workingmen.

In 1867 the National Labor Congress, at Chicago, urged the eight-hour movement, and in 1868 many strikes occurred for the eight-hour rule. They did not succeed, but some victories were gained.

In 1869 the Boston Eight-hour League was formed.

In 1872 it is estimated that 100,000 men struck for eight hours. Eight hours as a day's work was established for stone masons, plasterers, painters, plumbers, brick layers, paperhangers, plate printers, and carpenters in some localities.

The agitation proceeded, and in 1878 and 1879 the 4th of July was selected as the day for eight-hour agitation and demonstration.

In 1886, May 1st was designated as the day to inaugurate the eight-hour system, and a general strike resulted. The movement was not a success, nor yet a total failure. Some trades succeeded while others failed.

As indicating the progress of the eight-hour movement, it can be said: The General Government has passed an eight-hour law. The same is true of California, Connecticut, Illinois, New Mexico, Pennsylvania, New York and Indiana.

It will be observed that the agitation for a reduction of the hours of labor dates back to 1806—eighty-three years ago. It began with journeymen ship carpenters and calkers, who were required to work fourteen hours a day. The movement was opposed by ship owners, who threatened to take their ships away from New York for repairs if the workingmen persisted in their demand for a reduction of the hours of labor.

It will be observed that the agitation has never ceased from the day it began to the present. The demand for a reduction of hours of labor has occasioned many strikes and has cost many sacrifices on the part of workingmen. They were always opposed by employers, who yielded only to the in-

evitable. The political economist, the philanthropist, the statesman, and possibly the statistician, could profitably investigate the effect of the reduction of the hours of labor from fourteen to ten hours, for practically such has been the result. Instances there are, doubtless, where workingmen are required to work eleven, twelve, thirteen, and in some cases, fourteen hours a day. There are also instances where eight hours meet the requirement, but, as a general rule, ten hours constitute a day's work.

The reduction, therefore, may be said to be four hours a day as a result of agitation.

The labor statistician, may, we think, inquire: What has been the influence of this reduction of the hours of labor upon the workingmen of the United States? What has been its influence upon the industries of the country? Has capital suffered? Have capitalists found the reduction of working hours from fourteen to ten inimical to their interests in any proper sense?

Such questions are practical:

1st. What has been the influence of the reduction of the hours of labor upon the workingmen of the United States?

Labor statisticians deal chiefly in figures, not figures of speech. Still, they are required to deal with facts. Four hours a day wrested from toil, given up to leisure, must of necessity exert a potent influence. The labor statistician could say 4 hours a day for 300 working days equals 1,200 hours—120 days of ten hours each. Here a number of pertinent questions arise:—What influence would so much leisure exert upon the man physically? Does rational rest for the body invigorate it? Capacitate it to perform as much labor in ten hours as was performed in fourteen hours? Is such a theory tenable? It is so asserted, and believed, not only that as much work can be done, but that better work can be done. One hundred and twenty days in a year wrested from toil and handed over to the workingman enables him not only to recuperate his physical energies, but to improve his mind. It affords opportunities for reading and education in various ways; hence, the reduction of the hours of labor exerts a beneficial influence physically and intellectually, and it is safe to say, as a general proposition, that

the reduction of the hours of labor has exerted a highly beneficial influence upon the American workingman.

2d. What has been the influence of the reduction of the hours of labor upon the industries of the country?

In replying to the interrogatory, it should be stated that in every department, production has kept abreast of the demand, while in a great number of instances, production has been in excess of demand, necessitating forced idleness. This being true, it may be affirmed, that in no one instance have the industries of the country been embarrassed by the reduction of the hours of labor. If, therefore, production has been equal to the demand, and in numerous instances, in excess of the demand, the assertion cannot be made, with any show of propriety, that the reduction of the hours of labor has been prejudicial to the rights of capital. It has not suffered. If, in any case, investments in industrial enterprises have not paid fair dividends, or no dividends, or, if they have entailed losses, the cause must be sought for and determined without reference to the reduction of the hours of labor. This being true, capitalists are required to admit that, so far, no wrong has been inflicted upon their rights and interests by the reduction of the hours of labor.

Just here comes into view the workingman in association with the machine. It is always in order to extol the machine. It is called "labor-saving." The machine performs the work, which without it would be performed by men. Who is equal to the task of determining how many men would be required to perform the work now performed by the labor-saving machines in operation in the United States? The question is not practical. It is not seriously propounded. The "labor-saving" machine is here; it has come to stay. It is to be multiplied indefinitely. The inventive genius of the world is aroused, new machines are to come. It is held that they mark in vivid lines the progress of our civilization. Their number and their names are past finding out. They excite admiration. They are themes for orators and poets. We do not object to such things.

But there is a practical view to be taken of the subject, strictly in harmony with the duties of the labor statistician. The machine has the power—first, to displace workingmen, force them into idleness; second, to create new industries, and thereby supply opportunities for employment. The question that forces itself upon the attention of all men at all capable of grasping conditions, is, does labor-saving machinery, by creating new industries, afford opportunities for employment equal to the number of men it displaces?

It may not be in the power of the most industrious and methodical statistician to arrive at conclusions upon such a proposition, for the correctness of which he would be willing to stake his reputation for accuracy. But, investigation would afford a basis for statements worthy of the importance of the subject. He would find, doubtless, a large number of men in enforced idleness—men willing to work but unable to find employment—in common parlance, he would find the "labor market" over stocked with laborers. Having ascertained this fact, the statistician would be in a position to consider causes for this enforced idleness. He might prudently inquire:

1st. Is it owing to labor-saving machinery?

2d. Is it owing to the natural increase of the laboring population?

3d. Is it owing to immigration?

4th. Is it owing to over-production consequent upon a want of foreign markets for the surplus of products?

Such topics, we hold, are within the admitted limits of legitimate inquiry by the various Bureaus of Labor Statistics. Indeed, we hold that they are of supreme importance.

We think the term, "labor-saving machinery" is a misnomer. It does not *save* labor in any proper sense. We admit the difficulty of stating the proposition. For illustration: A piece of work requires the employment of twenty men one day. A machine is introduced requiring the employment of one man, which performs the work in the same time—one day. Nineteen men are, therefore, displaced. The machine is at once proclaimed as "labor-

saving," and becomes immensely popular. In what direction, in what particular has it in any proper sense saved labor? It has forced nineteen men into idleness. Nor has it saved the labor of the one man who operates the machine—he is required to work, as was his wont, before the machine was introduced.

The machine, instead of being "labor-saving," is a money-making and a money-saving machine, and as such it is one of the most important, if indeed it is not the most important factor in the economics of the country, and as such in its relations to labor merits special attention. As an illustration, suppose a machine that displaces nineteen workmen costs \$10,000, and wears out in ten years. Suppose the wages of the men displaced was \$1.50 a day; say money is worth 6 per cent. In that case, the owner of the machine in ten years would be out of pocket \$16,000. The wages of the nineteen men displaced by the machine, in ten years would have amounted to the sum of \$85,500—as a result, in ten years the owner of the machine is the gainer by \$69,500. The machine has performed the labor of twenty men requiring the oversight of one man. It is in order, and the demand partakes of the imperative, for statisticians to approximate, as near as practicable, to what extent machinery opens new avenues for work and thereby affords compensation for the idleness it creates.

Grouping interrogatories, it may be assumed that machinery, the natural increase of population, immigration and over-production, all play conspicuous parts in forcing men into idleness, and here it should be said, that idleness and the ills which it inflicts, are the most serious menace that confronts our institutions and our civilization.

This is not croaking. In it there is no taint of cant. Such subjects are not visionary. On the contrary, men of profound erudition are concentrating upon them all their faculties in the hope of finding a remedy. It is stated by those familiar with the condition of workmen and deeply interested in their welfare, that there are now in the United States 1,000,000 men in forced idleness. We do not vouch for the correctness of the estimate, though it is credited to

Mr. Carrol D. Wright. The number may be too high or too low, but that there is a vast army of idlers, is a fact which is not denied.

It is assumed by the advocates of the eight-hour law, that its adoption would be in the line of solving a threatening problem. They claim that the adoption of the eight-hour system would be highly advantageous to workmen, economically, physically, and morally.

If there are in the country 6,250,000 workmen, of whom 5,000,000 are working ten hours a day, by reducing the hours to eight, an opportunity is at once given for 1,250,000 more men to find employment. We leave out the question of wages, the supreme idea being to afford an opportunity to work for men willing to toil for such wages as they can obtain. Mathematically, the proposition is invulnerable; 5,000,000 men working ten hours a day is 50,000,000 hours, and 6,250,000 men working eight hours a day is 50,000,000 hours. To say that all would go to work if the opportunity was offered, or to enter a denial to such a proposition, is totally foreign to legitimate discussion. It is far better for the country to be in a position to offer men opportunities to earn their living. This being done, there will be ample time to note results. If a man has an opportunity to work and will not, he at once becomes one of the class whom it were wise to watch, but until such an opportunity is offered, nothing could be more cruel than to add to his misfortune the stigma of surveillance.

It is believed by those who advocate the eight-hour system, that it will furnish relief to a vast number of men who are idle because they cannot obtain employment, and if in this they are correct, the effort to reduce the hours of labor is worthy of universal approbation. It should be encouraged.

We have assumed for the sake of illustration, that there are in the country 6,250,000 workmen willing to work; that of these 5,000,000 are at work ten hours a day, and that 1,250,000 are in enforced idleness. We have assumed, as a mathematical fact, if the hours of labor are reduced from ten to eight, the 1,250,000 idle men would have an opportunity for employment. In this proposition the time problem is solved. So far,

the eight-hour movement is not complicated by the question of wages. It does not enter into the discussion anywhere. It is left to be regulated by circumstances. The commanding idea is to obtain employment for the idle—the surplus labor of the country.

Suppose that workmen are receiving an average of \$1.50 a day, and that by reducing the hours of labor from ten to eight, wages are reduced in the same ratio. In that case a man receiving \$1.50 a day would receive but \$1.20 a day, and by giving up 30 cents a day, 1,250,000 idlers are employed. As a result, the same amount, \$7,500,000 a day would be paid out for labor. If it be assumed that a man can live on \$1.20 a day, then we have the fact that employers are not out of pocket a cent. Whatever loss is sustained falls directly upon labor—the workmen of the country.

But suppose that the result should be, as manifestly it ought to be, that the average wages, \$1.50 a day, should be maintained, what would be the result? Simply a gain to labor of \$1,875,000 a day.

It need not be said that the subject is inviting for indefinite exploration and elaboration. With employment at fair wages, the possibilities for workmen to improve physically and morally, become probabilities. Rescued from ceaseless, grinding, exhaustive toil by the reduction of the hours of labor, domestic ties are strengthened, the cottage home of the workman is beautified, and made the abode of contentment, a fit place to rear sovereign citizens who are to shape in coming years the destinies of the Republic.

With a few dollars over and above the absolute necessities of life, there is a fund for the book and the newspaper, something for the church and lecture, for rational amusement.

Under such conditions the restlessness of society, in a great measure, ceases. Employment hushes many alarms. The wealth which labor creates is more equitably distributed, and the statistics which labor bureaus are required to collect and tabulate will bear, as never before, eloquent testimony that our civilization may boast of its triumphs rather than, at present, blush for its glaring defects.

FACTS ABOUT TRUSTS.

In the September *Forum*, 1889, Mr. Charles F. Beach, has a paper, captioned "Facts about Trusts," in which the writer exhibits large admiration for that form of robberies, which he styles a "purely economic question," and upon which "thinking and unthinking men alike, have bestowed an unusual amount of 'attention.'" The singular feature of the trust question, is, that "the people," the "thinking and unthinking men alike," without knowing why, and "without smarting under any specific injury attributable to trusts," have manifested great excitement upon the subject—and this "because the impression is abroad that trusts are, in some way or other, doing a public mischief."

It is doubtless wise to admit, that when a great majority of the people come to the conclusion that anything, no matter what, is "doing a public mischief," they are right. The people are patient, they do not rush to conclusions; the verdict of the people is often too long delayed, but when it comes it is *vox populi vox dei*—from it there is no appeal. So far, the verdict is, that trusts are "doing public mischief."

Mr. Beach appears in the *Forum* as the attorney of the trusts. It would be strange indeed, if he could not find something to commend, or, at least to palliate the distrust of the people. It is seldom that a culprit at the bar is so perfidious that, by searching, something cannot be found to modify the abhorrence of his crime, and the more he can pay, the better by hook or by crook, will his attorney make his case appear. It is not strange, therefore, that Mr. Beach is able to make his clients appear less monstrous than is their due.

Mr. Beach makes several efforts to define trusts, and says they "are a sort of alliance among business men but recently devised, and especially because they are essentially private arrangements, with the organic constitution of which the public has no proper concern" and yet, he says, "the present discontent of the working people of which trust agitation and trade unionism are only symptoms, is perhaps a natural result of the lower prices;" and further, "a trust, let it be at once plainly understood, instead of being

a cause, is a result of lower prices, over production and diminished profits," nevertheless he says, "the public has no proper concern" in such matters. If Mr. Beach should appear again in print he might profitably refer to such matters as properly concern the public—indeed, he might condescend to tell his readers what constitutes "the public." Mr. Beach puts it mildly, when he says "the impression is abroad that trusts are some way or other doing a public mischief." We say he puts it mildly, when he intimates that the term "public mischief" voices the sentiments of the people. "Doing a public mischief" is not the charge brought against pirates and highway robbers, and it is only in these latter days of high Christian civilization, of churches and schools, and intense solicitude to convert the heathen, that new methods of right and left robbery find educated and cultured advocates in magazines, and a subsidized press. In this way an effort is made to show that a "public mischief" is a public blessing, and those who refuse to accept the dictum of Mr. Beach and writers of his class, are characterized as "politicians of the baser sort;" such men, for instance, as United States Senator Sherman, of Ohio.

Fortunately, Mr. Beach becomes lexical, and says:

A trust, then, to begin with a definition of it, and making wide allowance for many differences in detail as between one trust and another, is essentially an agreement among the producers and vendors of a certain sort of merchantable commodity, for their mutual protection and profit in business. It is a wholly selfish arrangement without pretense that philanthropy enters into it at any point. Herein it differs very little from other commercial enterprises. It is not proposed as any part of the trust scheme that it share its economies with the public, and it ought not, therefore, to be judged of as an eleemosynary institution. It is entered into because the parties to the agreement believe that they can in that way largely or entirely eliminate or control competition, maintain the prices of their wares, check over-production and make money more easily than they can without the trust.

In the foregoing we have a definition of the trust, the alliance, the conspiracy, the league, which the people believe is doing "a public mischief." A combination of confessedly selfish men, selfish capitalists, who say: "The public be d-d." It is equipped with wheels, hammers, screws

and pincers. It can grind, crush, squeeze and pinch. It is mercenary to the last degree; is as soulless as a tiger. Words have not the power to express anything more venal than a trust, as defined by Mr. Beach. He says it is "wholly selfish" and "without pretense" of "philanthropy." It prates of "economics" but is destitute of humanities. It crushes "competition." In that regard it spares nothing—age, infirmity, women and children, home, business, hopes and ambitions—all things that interpose as obstacles to the march of the trust are swept away regardless of consequences. The one supreme idea of the men who compose the trust is "to make money more easily than they can without the trust."

The trust being a "wholly selfish arrangement," animated by neither philanthropy nor charity, and having no purpose to share any of its profits with the public, having in view one supreme purpose, to make money "easily," at once begins operations which at every move is a "public mischief," a public wrong, a public infamy. The old adage was that "competition is the life of trade;" the trust, according to Mr. Beach, proposes to "eliminate or control competition." In its chosen field of operations competition disappears, and in so far as the smaller concerns vitalize trade they are killed; they are "eliminated," or controlled but another name for death. The small concern is killed. The "wholly selfish" trust will not tolerate any small industry that stands in its way of making "money more easily." "It is a device," says Mr. Beach, to unite corporations for "wholly selfish" purposes. It is the massing of money to "eliminate competition," and to "maintain prices." The trust grasps the absolute necessities of life—coal, oil, salt, sugar, and the like. It grasps all the salt wells, all the oil wells, all the sugar refineries. It "eliminates competition," it determines production and it fixes prices. "Wholly selfish," without a heart-throb in sympathy with the public, it exercises autocratic power and rides rough shod over the public, and yet, in all of this, Mr. Beach contends "the public has no proper concern."

Mr. Beach, in his efforts to find an excuse for the existence of trusts, and seeking, a

do all attorneys of monopolies, to make labor organizations responsible for whatever is socially or financially demoralizing, says:

It ought not to be overlooked that a potent factor in inducing trusts, has undoubtedly been the various aggressive combinations or trusts of laboring men which now exist, and the concerted action on the part of labor to dictate how the factories are to be run, who are to be employed, and what wages are to be paid.

In the foregoing, we have the writer's best argument for the existence of trusts—the organization of labor, as for instance, the Brotherhood of Locomotive Firemen. Who ever said of that Brotherhood that “it is a wholly selfish arrangement, without pretense that philanthropy enters into it at any point,” as Mr. Beach says of the trust? Who ever said of a Brotherhood of railroad employes, that it did not propose to “share its economics with the public,” and that the Brotherhood was not to be “charged as a charitable institution?” Who does not know that the Brotherhoods are philanthropic, kind, generous and charitable? Who does not know that the public shares in their economics, when they expend millions to bury their dead, and to keep widows and orphans from becoming a public charge? To attempt a comparison between a labor organization and a trust, is like comparing the most orthodox idea of hades with the climate of the arctic zone. Says Mr. Beach:

Prior to the year 1880, to speak generally, and making due allowance for the depression which immediately followed the panic of 1873, manufacturers in this country, in almost all the staple lines, found a market for as much of their product as they could furnish at an adequate profit; but since then, the selling price of almost any one of the staple articles of commerce manufactured in this country, has declined from sixteen and two-thirds to fifty per cent. * * * The shrinkage, therefore, came largely out of the profits.”

Now we are told that since 1880, business has been so deplorably bad, and the “aggressive combinations of laboring men” so formidable, that capitalists could not “make money more easily,” than was the case prior to 1880. In this connection we find the statement that “the rapid increase in the wealth, business and prosperity of the United States during the past ten years is simply marvelous. According to the published figures the total wealth of the country is now \$71,459,000,000, equal to nearly \$1,000 per

capita. This is an increase in ten years of \$18,000,000,000, or forty-two per cent.” This statement, it will be observed, utterly upsets the statements and the superstructure of Mr. Beach. The condition of business since 1880 has given no warrant for the establishment of trusts. The statement is that the wealth of the country has increased at the rate of \$1,800,000,000 a year—\$18,000,000,000 in ten years. Only work creates wealth, and the purpose of the trust, being “wholly selfish,” wholly soulless, destitute of philanthropy and charity, is to rob labor of its rightful share of the wealth it creates; and yet, this organized piracy, finds advocates, who insert their pleadings in the great periodicals of the period.

To show where this enormous wealth, created by labor, goes, it is only required to state that the income of the President of the Standard Oil Trust is \$1,000 an hour—\$16,446 a minute. With every second of time, while the earth moves on its shining circuit around the sun, something more than a quarter of a dollar drops into Mr. Rockefeller's pocket, and thus, the trusts get “the drop” on labor.

Many of these trust-monopoly millionaires, are among the most pious of latter day Pharisees. They fly from the mast-head of their luxurious yacht the “Standard of King Jesus.” They “sand the sugar” and then go in “to prayer.”

Their high ambition is to kill off labor organizations, and with these silenced, the road is clear. Strike the labor organizations dumb, and labor will never advance another inch until the “leaves of the Judgment Book unfold. The existence, and the power of the trusts to do “a public mischief,” depend alone upon working men. In the past they have been hewers of wood and drawers of water. What they will be in the future depends upon organization, intelligence and courage.

THE *Railway Service Gazette* says that “thirty-six Divisions of the Brotherhood of Railway Conductors are now organized, and charters are out for fifteen more new divisions, while all the divisions, now in existence, are increasing in membership with great rapidity.

CURRENCY AND POPULATION.

Under this caption the New York *Tribune* in its issue of January 30, publishes some interesting figures, which at this juncture are specially instructive. The question is, what is the amount of currency in circulation per inhabitant? To answer the question, the method adopted is to add to each year, since 1880, 2 per cent. of births over deaths, and the immigration, officially reported for each year. It is believed that by this method a close approximation to popu-

lation is obtained, and the following is the result:

1881	51,828,329	1886	59,993,340
1882	53,633,867	1887	61,683,328
1883	55,320,283	1888	63,457,423
1884	56,935,483	1889	65,165,186
1885	58,489,938	1890, Jan.	66,016,845

According to the above estimate of population in the United States, the following table shows the circulation per capita on January 1st of each year, the figures being official:

	COIN PER CAPITA.				PAPER PER CAPITA.			
	Gold.	Silver Dollars.	Fractional Silver.	Total.	Legal-tenders.	Legal-tender Certificates.	Bank Notes.	Certificates.
January 1, 1879	2.04	.12	1.42	3.58	5.75	.72	6.52	.44
January 1, 1880	3.60	.34	1.19	5.13	6.35	.20	6.86	.23
July 1, 1880	1.56	.39	1.09	6.04	6.25	.29	6.73	.16
July 1, 1881	6.08	.56	1.02	7.66	6.11	.22	6.71	.11
July 1, 1882	6.68	.59	.99	8.26	5.82	.25	6.57	.09
July 1, 1883	6.24	.64	.95	7.83	5.61	.21	6.30	1.08
July 1, 1884	5.99	.70	.80	7.49	5.38	.21	5.81	1.25
July 1, 1885	5.85	.66	.74	7.25	5.16	.51	5.29	1.73
July 1, 1886	5.98	.87	.77	7.62	5.09	.30	5.08	1.27
July 1, 1887	6.11	.89	.79	7.79	5.16	.14	4.49	1.48
July 1, 1888	6.17	.88	.79	7.84	1.61	.23	3.87	1.89
July 1, 1889	5.77	.83	.79	7.39	1.61	.27	3.18	1.79
November 1, 1889	5.72	.92	.82	7.46	4.82	.19	2.99	1.84
January 1, 1890	5.69	.93	.83	7.45	5.02	.13	2.92	1.86

It is widely asserted that more currency is required, but, says the *Tribune*, "manufacturers are progressing on the whole as they never have progressed before. The farmers have just produced the largest crops ever raised in this country. There is abundant evidence, also, that the volume of outstanding farm mortgages has been diminished in recent years." Be this as it may, those who discuss the currency question intelligently should know the volume in circulation. The foregoing figures will therefore be found valuable.

In the 2,750 languages of the world there are no words in the vocabulary of workmen of the commanding power equal to "organization" and federation. They are the "signs of ideas" which embody right, justice and victory.

COLUMBUS, O., is to have a belt railroad, similar to that around Indianapolis.

THE *Locomotive Engineer* remarks that "slowly but surely the federation of the engine and trainmen of the country is going on, the union is being effected without noise or smoke, and its thoroughness is little known or understood. That Reason shall be elected permanent president, Common Sense secretary, and the Golden Rule adopted as the constitution and by-laws, we sincerely hope. That such an organization will be powerful there is not the least doubt, and, as long as that power is used to aid members of the organization because of the *right* and not because of the *might*, no one can complain—and no just man will." Just so, Brother Hill, to "aid members" the "*might*" must be in *alliance* with the "*right*."

THE demand for more freight cars means more business, more business means more earnings and profits, but does it mean more pay for those who do the work?

THE CARDINAL AND THE EMPEROR.

The Emperor of Germany, who inherited a throne and therewith much of this world's goods and chattels, and the "divine right to rule," has had his attention called to the wrongs heaped upon his *poor* "subjects" by his *rich* subjects, and as he read the accounts his brand new crown, weighing four pounds, emblazoned with diamonds and precious stones, did not set easy on his head. The foolish old time toy gave him no little anxiety, so one day he said:

It is the duty of the state to so regulate the duration and the nature of labor as to ensure the health and morality, and the supply of all the economic wants of the workmen, and to preserve their claims to equality before the law. For the promotion of peace between workmen and their employers, legal measures must be taken towards the establishment of regulations, empowering workmen to appoint delegates, enjoying their confidence, to represent them in the settlement of affairs, these delegates safeguarding the interests of the workmen whom they represent. In all negotiations with the employers or with the government. Such a system would enable the workmen to express their wishes and grievances peacefully and freely, and would give the authorities of the state an opportunity to inform themselves in a very direct way, of the condition of the working people, thus keeping in touch with all their activities, sentiments and impulses.

As might be supposed, old Bismarck, whose policy is expressed by "iron and blood," didn't like Emperor William's cooling notes to workmen; but there is a powerful element in Germany, growing stronger every day, who care no more for a crown than they do for any other bauble, and this fact the Emperor realizes fully, hence his taffied writing of which, to Richard Fleischer, editor of the *Deutsch*. Cardinal Manning says:

SEN.—You ask me what I think of the invitation of the Emperor of Germany to the European powers to meet in conference on the subject of labor and the state of the millions in every country who live by the wages of labor. I think this imperial act is the wisest and worthiest that has proceeded from any sovereign of our time.

The condition of the wage-earning people of every European country is a grave danger to every European state. The hours of labor, the employment of women and children, the scantiness of wages, the uncertainties of employment, the fierce competition fostered by modern political economy and the destruction of domestic life resulting from all these and other kindred causes, have rendered it impossible for men to live a human life.

How can a man who works fifteen or sixteen hours a day live the life of father to his children? How can a woman who is absent from home all day long do the duties of a mother? Domestic life is impossible, yet on the domestic life of the people the whole political order of human society reposes. If the foundation be ruined, what will become of the superstructure?

The Emperor William has, therefore, shown himself to be a true and far-sighted statesman. Believe me always yours, faithfully,

HENRY E. CARDINAL MANNING.

Archbishop of Westminster.

Labor organizations throughout the world are committed to the policy enunciated by Cardinal Manning.

There are localities in the United States where "wage-earning people" are as oppressed and as degraded as can be found in any European country, and were it not for labor organizations the whole body of "wage working people" in the United States would be equally deplorable.

The salvation of workmen lies in organization. With organization compact, intelligent, the emperors, the autocrats, whether in Europe or America, will slide down from their pedestals and confess that they are not different from the rest of the human family.

AND now comes the announcement in the *Mechanical News* that "a western inventor is trying to interest capital in his electrical magic lantern for casting or reflecting advertisements on the dark clouds that often hang low over a city. The inventor claims to have secured contracts from several well known firms for displaying their cards in this manner. If the idea is fully developed, we may expect to see some very startling and grotesque effects." We should say, Just think of it, transforming the clouds into "dead walls" and covering them all over with announcements, such as, for instance: "Cobra Corbin is dead." "He has shaved his last conductor." "Reading stock gone up 50 per cent." "Federation on top; all the organizations of railroad employes have federated," etc.

IN Los Angeles county, California, one ranchman has 47,000 cattle, horses, sheep and hogs. The chances for square meals of beef, mutton and pork for that ranchman are good.

STRIKES IN NEW YORK.

Among other items relating to strikes, as furnished by the chief of the Bureau of Labor Statistics of New York, we have the following:

Gain in wages by strikes, 1888	\$ 359,551
Gain in wages by strikes, 1887	944,632
Gain in wages by strikes, 1886	1,420,885
Wages lost, 1888	1,083,653
Wages lost, 1887	2,013,229
Wages lost, 1886	2,552,554
Cost to labor organizations, 1888	135,357
Cost to labor organizations, 1887	217,069
Cost to labor organizations, 1886	329,080
Loss to employers, 1888	464,230
Loss to employers, 1887	1,102,576
Loss to employers, 1886	1,644,812

The loss and gain of strikes are the items which, as a general proposition, first attract attention; though, perhaps, not the most important things to be considered. The figures in print, it is worth while, we think, to analyze to some extent.

We assume that when a strike results in a gain of wages, it is permanent, the gain continues, whereas the term employed, "wages lost", does not refer to reduction of wages, but rather to a suspension of wages during the progress of the strike. Assuming this to be the correct idea we are prepared to formulate approximations as to results so far as New York is concerned. It will be noticed that the total of "wages gained" in the three years named was \$2,725,068, and "wages lost" \$5,649,436, showing an excess of losses over gains of \$2,924,368. But assuming that the gain in each of the years mentioned was permanent and will continue for a term of ten years, the showing becomes more satisfactory, as follows:

Gain in 1886, \$1,420,885—10 years	\$14,208,850
Gain in 1887, \$944,632—10 years	9,446,320
Gain in 1888, \$359,551—10 years	3,595,551

Total gain in 10 years	\$27,250,721
Total wages lost	5,649,436

Total net gain in 10 years	\$21,601,285
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But the chief of the bureau gives figures showing the "cost to labor organizations" for the three years named, the total being \$681,506. If we deduct this from the net gain to labor in ten years, it will leave a remainder to the credit of labor of \$20,919,779.

The aggregate losses of employers for the

three years named amount to \$3,211,718, or \$2,437,718 less than the "wages lost" by the strikers, which was doubtless a source of great satisfaction to them, for employers, who for one cause or another, force their men to strike, are never more happy than when contemplating the sacrifices necessary for workmen to make to gain their rights.

The conclusion arrived at by the chief of the bureau of New York, is that a strike is never a total failure. Strikes educate the public mind, set men to thinking. The literature and logic of strikes have demanded, and are receiving the attention of legislators, and the rights and the wrongs of workmen will yet play a more conspicuous part in the legislation of the country. It is only required that labor organizations shall federate in defense of the right, of justice and fair play. This done, strikes will disappear. But while wrong exists, while employers play autocrat and seek the degradation of workmen, that they may astonish the world by the magnitude of their wealth, strikes will continue. It were as well to issue an edict that men, women and children shall not complain when suffering from the pangs of starvation.

It is reported that "since Austin Corbin accepted the presidency of the Philadelphia & Reading he has expended nearly \$2,000,000 in making improvements which he thought necessary to restore the property to a condition for safe and economical work, and this sum has been taken out of the net earnings of the road. Of the \$10,000,000 of general mortgage bonds set aside for betterments to the property he has not yet sold a dollar's worth." Since Austin Corbin Russianized a portion of Pennsylvania he has made money. In one way and another he has, doubtless, been able to make at least 50 cents a day off of his serfs—say about \$6,500,000 a year. Corbin is in clover, you bet!

WHEN a man contemplates acting the coward, by deserting his principles, or shav-
ing off his whiskers in obedience to the
demand of Austin Corbin, he may read and
profit by Longfellow's advice:

Write on your doors the saying wise and old:
"Be bold! be bold!" and everywhere—"Be bold!
Be not too bold!" Yet better the excess
Than the defect, the more than less.

HELEN CAMPBELL AND HER BOOK.

The question has been asked, Why did Helen Campbell write the book that is exciting wide-spread comment? Helen Campbell answers the question herself, and says:

Yet it is the Anglo-Saxon conviction, owned by English and American in common, and unshaken though one should rise from the dead to arraign it, that what money would not do cannot be done, and when money is rejected and the appeal made for personal consideration of the questions involved, there is impatient and instantaneous rejection of the responsibility. Evolution is supposed to have the matter in charge, and to deal with men in the manner best suited to their needs. If the ancient creed is still held and the worshipper repeats on Sunday, "I believe in one God, the Father, Almighty, maker of heaven and earth," he supplements it on Monday and all other days, till Sunday comes again, with the new version, the creed of to-day, formulated by a man who fights it from hour to hour:

I believe in Father Mud, the Almighty Plastic.

And in Father Dollar, the almighty Drastic.

It is because these men and women must be made to understand: because they must be reached and made to see and know what life may be counted worth living, and how far they are responsible for failure to make better ideals the ideal of every soul nearest them, that the story of the worker must be told over and over again till it has struck home. To seek out all phases of wretchedness and want, and bring them face to face with those who deny that such want is anything but a temporary, passing state, due to a little over production and soon to end, is not a cheerful task, and it is made less so by those who, having never looked for themselves, pronounce all such statements either sensational or the work of a morbid and excited imagination. The majority decline to take time to see for themselves. The few who have done so need no further argument, and are ready to admit that no words can exaggerate, or, indeed, ever really tell in full the real wretchedness that is plain for all who will look. But, even with them, the conviction remains that it is, after all, a temporary state of things, and that all must very shortly come right.

The New York *Standard* in commenting upon the foregoing says:

To tell the story of the worker over and over again till it has struck home. Will such telling ever make it strike home? Is there any real use in the constant repetition of the story of the world's wretchedness? The story has been told over and over and over again, by poet, novelist, historian, and statistician. I have heard it, you have heard it, we all have heard it. We all know there is abundant misery about us. It is rare indeed that any one of us denies it. What we do deny is that we are in any way responsible for it. We say: "I am very sorry, but it really isn't my fault. What can I do about it?" The thing that needs to be said is that it is our fault—my fault, your fault, Helen Campbell's fault, the fault of every one of us.

The thing that needs to be demonstrated is *how* it is our fault. What can we do about it? What *ought* we to do about it?

There is no other way out of the wilderness, but to keep on telling the story. To doubt the final triumph of the right, is to give up the ship and haul down the flag, while the battle is raging—only cowards do that. "Father Mud" and "Father Dollar" are plucky fighters and have their votaries, but "Father Mind" and "Father Duty," "Father Truth" and "Father Justice," will finally win the battle, and don't you forget it.

THE Indianapolis *Journal* says that "the judges of the Supreme Court of Indiana, in commenting on a statement to the effect that two of the lower courts had decided that it was illegal to collect 10 cents extra from a passenger who had failed to purchase a ticket before he took passage on a train, said that there must have been circumstances connected with the transaction out of the ordinary line, as the Supreme Courts of several States had passed on this practice on the part of railroad companies, and in each case decided in favor of the railroad company. This led to inquiry about the matter, and in one case that was alluded to—that of the Fort Wayne, Cincinnati & Louisville Railroad Company—the passenger went to the depot to purchase a ticket and the agent was not at his post. The train came along and the passenger boarded it without a ticket. The conductor, when collecting his fares, demanded 10 cents extra; the passenger refused to pay and was put off. The court gave the passenger damages, and the management has instructed its conductors to stop the practice of collecting this 10 cents extra where a passenger pays cash." Occasionally courts get the common sense idea of law and justice—an indication that the "world do move." After a while, when labor is fully organized and federated, it will move faster,

An English syndicate has purchased 750,000 acres of land in Florida at \$1 per acre. Something for Mr. Henry George to think about.

THE Canada Pacific has recently ordered 10,000 cars to enable it to handle the grain, destined for export, *via* Boston.

Two hundred smelters in Pueblo, Col., struck for the eight-hour day, and won.

The boot and shoe workers of the United States are rapidly forming unions and it is predicted that they will last.

THE American Flint Glass Workers' National Association has a membership of 5,655 and an annual income of \$100,000.

EVERYWHERE, workmen are demanding the eight-hour day. If they were all federated, victory would be certain.

DURING the year 1889, 5,000 miles of railway were constructed in the United States, 753 miles in Canada, and 369 miles in Mexico.

THE true "Labor Day" will be the eight-hour day, and labor united can secure it. Labor divided and wrangling insures defeat.

ELEPHANTS in Africa are killed for their ivory, and the estimate is that 65,000 are slaughtered annually, producing ivory in its raw state valued at \$4,000,000.

THE New Jersey Locomotive plant for the manufacture of locomotives and other machinery, is to be removed to Chicago. "Westward the star of empire," and so forth.

ELECTRICITY instead of sand has been introduced on some of the Pennsylvania railroads to increase the traction power of locomotives, and results have been highly satisfactory.

It is said that when a Cobra is one hundred years old a rare jewel may be found in his head. According to that theory Cobra Corbin's head must have the jewel well advanced.

THE Japs, in the march of Christian civilization, are becoming great beer drinkers. Germany supplies the beer, shipping to the heathen 2,601,237 bottles in 1888, showing an increase over 1887 of 1,720,628 bottles.

IN 1868, twenty-two years ago, the city of Philadelphia enacted an eight-hour law for all departments under the city government. It has been in all these years a dead law, but from this time forth it will be executed to the letter.

THE United States Government from March 1, 1878, to December 1, 1889, purchased 300,727,969 ounces of bullion at a cost of \$287,995,107. Out of this silver, the mint coined 349,938,001 silver dollars, at a profit of \$61,942, 893.

A BILL has been introduced in Congress to repeal the Inter-state Commerce law. If it should require as much time to repeal the law as it did to enact it, the present century will have handed in its checks before such legislation will be consummated.

BROTHER TALMAGE estimates the wealth of King Solomon, the extensively married man, at 680,000,000 pounds in gold and 1,028,000,377 pounds in silver—a grand sum total of \$191,528,006,032. No wonder the Queen of Sheba was astonished.

ROAD MASTER MALLORY, of the Central Pacific Railroad, recently stumbled upon a wild cat's home, where two small kittens were nesting. The mother cat, discarding all ceremony, at once bounced Mr. Mallory and left the imprint of teeth and claws upon his hand and arms, and but for his overcoat, with which he covered his face, the road master would doubtless have lost his eyes.

NEAR Scranton, Pa., 6,000 miners are out of employment, because the coal kings want to reduce stocks and send up prices. By the time work is resumed, the miners will be in a condition to accept reduced prices, and thus the Russianizing programme proceeds. Talk about degradation in Europe, Asia or Africa, old Pennsylvania can show specimens that would make all hell jubilant.

"At every defeat of labor's organized force," says the *Lester*, "the enemies have rejoiced, and eagerly cried, behold a Waterloo. Years roll on, trades' unions multiply, the battle is renewed and again defeated, each defeat followed by reorganization until power and privilege fall and the haughty are brought low." The enemies of labor's organized force calculate upon Waterloos, if organizations fight them single-handed, and their calculations are well founded. But should the time ever come when labor forces are united, the Waterloos will be on the other side, and not till then.

THE Indianapolis *Journal* remarks that "there is said to be an unusual exodus of men, in all departments, from the railroad service at the present time. The reason assigned is the uncertainty of positions in the railroad service. In most cases the men going into other business are among the best in the employ of the roads. Such men watch for a business opening, and, when it is offered, take it without much parleying. Through consolidations and changes of managements it is estimated that fully 25 per cent. of the men in service on Indiana roads have been left out in the cold in the last eighteen months."

THE stockholders of the Reading are still trying to make Cobra Corbin pull his fangs out of that corporation.

Some one remarks that "trainmen who are paid on the mileage basis have made the handsomest earnings this year in their railroad history. Ten months of the year both passenger and freight traffic has been good, and in the freight service there has been hardly a month in which there was not considerable overtime made. Unlike the clerks, the trainmen receive good pay when they work."

JOHN BURNS is reported as saying: "As a trade unionist, my own notion as to the practical outcome of the strike is that all sections of labor must organize themselves into trade unions; after that all trades must federate themselves, and that in the future prompt and concerted action must take the place of the spasmodic and isolated action of the past." That is all there is in it. Organize, federate, and win the battle.

REPORTS have it that Russian officials have decided that the telephone is "dangerous to the state." In Warsaw orders have been given that telephones be removed from all restaurants, coffee-houses, and liquor saloons. Similar orders have been issued in all other large Polish towns. Now it is in order for Austin Corbin, the Czar, to issue a ukase declaring the telephone dangerous in his Russianized dominions in Pennsylvania.

It is stated that "of the eight locomotives which were wrecked in the Conemaugh and Johnstown flood, seven have been rebuilt at the Altoona shops and are again in service. One of the number was so badly used up that it was sent to the scrap heap." It takes mighty good iron and steel to withstand a pleasure dam when it sweeps along. Wonder if it will be rebuilt? Most anything can be done in Pennsylvania where such monsters as Austin Corbin sways his scepter over 35,000 Russianized serfs.

MR. GLADSTONE compliments the men who laid the foundation of the American Republic by saying: "It is not extravagant to say that although there were but two million people in the thirteen American colonies at the time of the American revolt, yet from among these two millions of people there proceeded at that epoch a group of statesmen that might defy the whole history of the world to beat them in any one state and at any one period of time. Such were the consequences of a well-regulated and a masculine freedom." Wonder what the grand old man thinks of our statesmen now?

THERE are complaints from some of the labor organizations, because the federation of railway employes includes only the railway labor associations. It should not require very much thought to convince anyone that the railway federation cannot possibly add to its usefulness or influence, by going outside the railway service.—*Railway Service Gazette*.

Those who favor federation of railway employes are not specially disturbed by the "complaints from some of the labor organizations." It is natural for some people to complain. They are never satisfied, but they seldom arrest the onward march of the armies of progress.

In an issue of the New York *Sunday World* Nell Nelson refers to the locomotive fireman as follows:

Imagine him on his knees before the open pit, his face reddened and his eyes distended by the reflected light and heat of the roaring blast, with a poker fifteen feet long, stirring the fire; the sweat pouring from his face; his hands blistering with heat, and the winter wind cutting his neck and striking pains between his shoulders. Imagine the baskets of ashes and clinders and clinkers that have to be hauled out of the furnace and thrown in the ash-box; the puffs of hot air to be inhaled, accompanied by the impalpable black dust from the soft coal and the choking dust and sparks from the smoke-stack. Imagine the overpowering smell of oil from the well-kept machinery, the rapid motion used in polishing it, and the dangerous thrusting of arms and head in the shadow of moving pistons and flying cogs and wheels that sparkle like steel and work with the easy grace of shuttles; imagine him between these duties hanging with his head and shoulders out the window on the lookout for a broken rail or obstruction in turn, and you have some idea of his hazardous calling.

It is the firemen who build the fires in all the locomotives on this continent—on all continents which transform water into steam and make the "wheels go round." Without the fireman, what of the trains? They would stand still as the rocks.

Among the memoranda found among the private papers of the late John Jacob Astor was one showing that a million dollars of gold coin weighs 3,685 pounds avordupois, with a little sum in multiplication worked out as follows:

3685	
187	
<hr/>	
25795	
25084	
3685	
<hr/>	
2000	6880051344
6000	219
	100 tons.
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8000	
8000	
<hr/>	
9685	
8000	
<hr/>	
1685	219
5	100
<hr/>	
2000	100

"My Dear Waldorf: That's about the size of my pile."

Hence the conclusion that John Jacob Astor was worth \$187,000,000.

HENRY GEORGE is in Australia, where he is lecturing upon the single land tax. Australia was first settled by convicts, and it will be strange if Mr. George does not find the people possessed of peculiar convictions.

BRAZIL got a good ready, and then the Republic was inaugurated. The Emperor and the royal(?) family lost no time in getting away. The throne, the crown and the scepter went down in a heap together. Workingmen in the United States are getting a good ready and when the time comes the scoundrels who grab land, corner food, form trusts and syndicates, and perpetrate robberies under the sanction of law, will relax their grip upon the throats of workingmen. It is the order.

THE Chicago *Herald* remarks:

"Organization," cries number one.
 "Co-operation," shouts another.
 "More greenbacks," says the third.
 "Moral suasion," bellows the fourth.
 "Prohibition," feebly cries the fifth.
 "Too much population," wails the sixth.
 "Eight hours," says the seventh.
 "Ethical culture," says the eighth.
 "Strike," hisses the ninth.
 "Dynamite," whispers the tenth.
 "Over-production," shouts the capitalist.
 "Trust in the Lord," moans the parson.
 And "protection," yells the greatest robber on earth.

And still there are others who exclaim:

"Educate the workingmen."
 "Federate labor organizations."
 "Give labor its just share of the wealth it creates."

"Down with trusts and every other thieving combination."

"And may the devil fly away with the Austin Corbins of the country."

THE Chicago *Rights of Labor* remarks:

The victory of the dock laborers in London ought to teach our American working men a lesson. In fact, it ought to teach them several lessons: first, notwithstanding the perpetual howl against them, there is some efficacy in strikes when they are properly conducted, and when the cause of the strikers is just. Another lesson is that it does not require the "highest order of statesmanship" to conduct a strike, that is if the order of statesmanship is gauged by the salary of the statesman. John Burns is an ordinary workman, who labors three days in the week to support himself, and gives the balance of his time gratis to the working classes; he has just succeeded in winning one of the greatest strikes on record.

We have not the slightest objection to the most florid eulogiums of John Burns, still, it occurs to us, that the pluck and perseverance of the London dock laborers had much to do "in winning one of the greatest strikes on record," for which they should have their fair share of credit. There is just a little too much of glorifying generals and leaders, and not quite enough credit given soldiers and strikers.

SOME one, lamenting the changes incident to the march of civilization Westward, says that "Twenty years ago there roamed over the plains and mountains of the far West nearly 8,000,000 buffalos; to-day there are only about 500 head of these animals in existence. There are but 85 head of wild buffalos, 304 alive in captivity and about 200 under the protection of the Government in the Yellowstone Park." Far greater and more lamentable changes have occurred during the same period in Pennsylvania. Twenty years ago, the Anthracite region of the Keystone State was not Russianized, was not inhabited by famishing serfs and whiskerless railroad peons. Now the regions are ruled over by despot Corbin, and a truly free man is not known—the race is almost totally extinct. Buffalo be durned!

GEORGE E. McNEILL, in a recent address, said:

Four times one are four, but the power of the four ones united is greater than the power of eight ones not united.

A thousand men, separate and distinct as to localities and trades, ask for higher wages, and they are discharged, and that is the end of their effort.

A thousand men ask for higher wages through one man, the agent of their organization, and they are discharged, but that is but the beginning of the fight. A hundred thousand men well organized, with a million dollars in their treasury, would be well received, handsomely treated, and probably receive what they want without a fight.

The principle enunciated by Mr. McNeill is correct, but it does not require a hundred thousand men, well organized, with a million of dollars in their treasury, to achieve a victory over oppression and degradation. Austin Corbin has on the Philadelphia and Reading Railroad 15,000 employés. If they were organized and courageous they could squelch Austin Corbin in an hour. It is not money they need, it is courage; a resolute determination not to be degraded. It would be impossible for Austin Corbin to obtain 15,000 scabs to operate his railroad, unless, indeed, his present employés are of that character. It looks that way. Corbin orders his men, under penalties, to abandon their organizations, and they obey. If all the railroad men in the country were equally abject, their epitaph could be written.

Suppose one of Corbin's men, realizing the deep degradation inflicted by the order to shave off his whiskers, should resent it, and a discharge should follow, and every other employé should realize that the wrong done to one was the concern of every other employé, and the word should ring along all the lines, "Reinstate that man or your trains will stand still." He would be reinstated. Men do not need a million dollars so much as they need courage. Courage to resist oppression and degradation.



MRS. LEONORA M. BARRY.

General Instructor and Director of Woman's Work, Knights of Labor.

Mrs. Leonora M. Barry, the subject of this sketch, is a native of the Emerald Isle, and her birth place was the city of Cork, within sound of the "Bells of Shandon," made famous by Francis Mahoney ("Father Prout"), and she, doubtless, sings with him—

"With deep affection
And recollection
I often think of
Those Shandon bells,
Whose sounds so wild would,
In the days of childhood,
Fling round my cradle
Their magic spells."

Ireland has furnished the United States of America with many noble types of manhood—orators, statesmen, soldiers, and divines—and women, too, of equal worth, and it so happens that it is now the good fortune of the *Locomotive Firemen's Magazine* to speak of one of the latter who has won an enviable renown in a work as philanthropic as has ever challenged the intellectual and spiritual gifts of women since man's inhumanity, ignorance, superstition, and mercenary greed subjected women to wrongs, entailing sufferings, mental and

physical, such as demand the genius of a Milton or a Dante to fitly portray.

Mrs. Barry's maiden name was Kearney, her father being John Kearney, whose ancestors were among the first who worked to redeem the "Shamrock Isle" from a wilderness. Her mother was of English ancestry and of noble lineage, and, though suffering impoverishment through the fickleness of fortune, retained those distinguishing traits of character which survive the wreck of estates and are transmitted as a priceless heritage to children.

When Leonora was but two years old, in 1853, the family emigrated to America, and settled in Pierrepont, St. Lawrence county, N. Y. Here Leonora lived until 1866. Her home was one of rural beauty. There was "the orchard, the meadow, the deep tangled wildwood." There, among the fruit trees and maple groves, the birds sang their sweetest melodies; there the wild flowers bloomed; there bees gathered their luscious store, and the brooks laughed and sang and danced their way to the sea. Amidst such scenes Leonora's childhood and young girlhood were passed. In love with the beauties of nature, no sorrow shaded her pathway, and from the horizon to the zenith no storm cloud lowered betokening sorrow. Nevertheless, a great sorrow was in store for the buoyant, happy girl, and it came. It was the death of her dear mother. It was the first great sorrow. Up to March, 1866, Leonora had been gay, joyous, and as happy as the daisies, the wild flowers and the birds. But all was changed now, a mother's voice was silenced, and the light-hearted girl became a thoughtful, ambitious, self-reliant woman. Her great desire was to teach school. Still she lingered at home until in one short year another Mrs. Kearney came to the home. That settled the question, and in eleven days after the new Mrs. Kearney came, Leonora took her destiny into her own hands, and in a short time entered upon her task of teaching. She had secured a third grade certificate, and at \$5 a week and "boarding round," commenced ascending the ladder of her ambition, in District No. 4, Pierrepont. Just here it is worth while to say—because it illustrates a characteristic of the noble woman, who had determined alone and single-handed to support herself—Miss Kearney began teaching in March, and though not till August, she achieved the distinction of having the most successful school ever taught in the district. Having taught four terms, Miss Kearney's ambition was to teach in a school of a higher grade, but her education was defective. In her younger days, she had attended the village school six weeks, all the rest of her educational equipment had been furnished by her sainted mother. Four terms in a dis-

trict school at \$5 a week did not furnish sufficient surplus to attend the Normal school, at Potsdam, and her father deemed her education sufficient to grace a farmer's home, and declined to invest for her higher training as a teacher. But the farmer, with his pigs and poultry, was not the acme of her ambition as it was of *pater familias* as a consequence the Normal schooling was not secured, nor the father's money.

Then came another departure for our heroine. From the school she sought, and obtained an opportunity to learn the art of dress-making. Here was work in earnest and with needle and thread and scissors Miss Kearney joined the ranks of working women. It was stitch, snip, fit and bast in a word, work. Work is usually prosaic rather than poetic, but is not sufficient! Vapid and humdrum to dissuade cupids from testing the effects of his darts upon susceptible hearts, and as a result, Miss Kearney in 1870, became Mrs. Barry; having married Mr. William E. Barry, a native of the "Gem of the Sea," a musician and composer of note and merit. With Mrs. Barry marriage was not a failure. As wife and mother the blessings of "Love's young dream" were realized—a quiet and happy married life was vouchsafed—but for only comparatively brief period. On April 29th 1880, the husband, after a lingering sickness of two years, was removed by death. This great bereavement, in a few months was followed by the death of a daughter, the eldest of three children. The youngest child was only 13 months old when the father was taken, and for many weeks months the baby suffered from an affliction testing to the fullest extent a mother's devotion. The protracted sufferings of the husband exhausted the savings of years and the widow found herself confronted with the problems that have come to thousands—work, beg or starve. Mrs. Barry was not long in determining her course. Work was accepted with heroic fortitude. The ordeal was severe. A lone woman with two children to support by the work of her hands ought to be, in this high noon of our boasted civilization, something less than a herculean task, but to the eternal discredit of cruel and exacting employers it becomes one of the most doubtful and difficult enterprises a brave woman ever undertook. Mrs. Barry was equal to the emergency, and at once sought and found work in the Pioneer Hosiery Mill, of Amsterdam, N. Y. In this mill she toiled for four years and seven months, and until the fall of 1886.

In preparing this sketch for the *Locomotive Firemen's Magazine*, there is no purpose to indulge in undue laudation. Hitherto, too little has been said of heroic women, who, comprehending the wants

their toiling sisters, go forth on their missions of mercy, weeping, "bearing precious seed," believing that "they shall doubtless come again with rejoicing, bearing their sheaves with them." Their deeds should be known. Their work, their sacrifices, their noble words of encouragement, their inspiring example, should form a much larger part of the literature of labor, than has hitherto been awarded.

Let it be understood that Mrs. Leonora M. Barry, in the Hosiery Mills of Amsterdam, N. Y., discovered that women were underpaid; that young girls working in factories were wanting in self-respect, owing to factory associations, and that all working girls were denied the respect due them by those who did not work. Long before Mrs. Barry ever heard of the Knights of Labor, she was devising schemes whereby those of her sex engaged in factory work might be benefited mentally, morally and physically. Her plans were deemed impractical, and those from whom she sought advice and encouragement treated her views as visionary and laughed at them. Hers was the fate of all reformers. The laughing tribe is numerous.

At this juncture came the Knights of Labor to Amsterdam. Mrs. Barry was cautious and stood aloof from the organization. But when she had informed herself of its aims, she thought she saw in the Order the full realization of her dreams—the fulfillment of her hopes—and on February 12, 1884, she became a Knight of Labor. Mrs. Barry became a member of the great Order of the Knights of Labor because she was in sympathy with its lofty purpose to work and battle for the good of wage-earners of the country—including women—and her determination to remain with the Knights was like that of Ruth when she said to Naomi: "Whither thou goest, I will go; thy people shall be my people, and thy God my God."

Mrs. Barry was not a wall-flower member of the Order. Her membership afforded her opportunities to work, and this purpose was discovered by her sister toilers; and, as a consequence, in a few months after her initiation, she was made Master Workman of Local Assembly 3,636, composed exclusively of women; the first Woman's Local organized west of New York City, having a membership of 980 strong. At the head of such an assembly Mrs. Barry sought and found opportunities to be of service to her sister associates in factory life. Her moral sensibilities revolted at the gross disregard of proper arrangements for the sexes in the factory building, and a sweeping reform was once inaugurated. This done, a class of young girls of the Assembly was formed for instruction. This movement was a success from the first and was productive of lasting benefits.

As might be expected, the brave and aggressive woman represented her Local Assembly in the District Assembly, No. 65, and this District Assembly, sent her as a delegate to the General Assembly of the Order, which convened at Richmond, Va., in 1886. At this General Assembly, Mrs. Barry stood forth, the thoroughly equipped champion of working women. Their condition was her theme, and her burning words aroused the delegates to a sense of its transcendent importance. There was ignorance and degradation to be overcome. The work of education and elevation demanded the largest possible measure of effort on the part of the Order. Thousands of working women throughout the land were pleading for assistance. Men were cruel, heartless, and in numerous instances lustful and corrupting. She painted the picture as she had seen it: haggard, and debasing, and as a result, in Richmond she was appointed to the responsible position of GENERAL INSTRUCTOR AND DIRECTOR OF WOMAN'S WORK of the order of KNIGHTS OF LABOR.

So far, this sketch of Mrs. Barry reads like a romance. We found her a happy, joyous, thoughtless girl, at her home in Pierrepont, St. Lawrence county, New York. We have accompanied her along her pathway of happiness, sorrow, gloom and poverty and found her always hopeful, always self-reliant and courageous, always sympathetic, and devising plans for the improvement of the condition of working women. We have seen her a mere child, taking charge of a school, leaving the home of her childhood to earn her own living. We have seen her young heart crushed with great grief, when the "old arm chair" lost its occupant, and a mother's voice no longer blessed her child. We have seen her a bride at the altar, and again bowed beneath a great bereavement and required to enter the ranks of toilers, to support herself and children, always courageous and self-reliant, always hopeful and determined.

We have seen Mrs. Barry in recognition of her zeal and superior abilities, made General Instructor and Director of Woman's Work of Knights of Labor, an office accepted with a "pang," because it meant the "breaking up of her tenement home and separation from her treasures." But the home was broken up, and the "treasures," her two boys left to the care of others, that the heroic woman might go forth on her mission of love and redemption, to the oppressed of her sex.

In her first report to the order, we hear her say:

Within the jurisdiction of our District Assemblies, starvation and sin are knocking at aye, and have gained entrance at the doors of thousands of the victims of underpaid labor. And the men who have pledged themselves to the assistance of humanity and the abolition of poverty, are so en-

grossed in the pursuit of their own ambitious desires, that upon their ears the wail of woe falls unheeded, and the work of misery and destruction still goes on.

Men! Ye, whose earnings count from \$9 to \$15 a week and upward: cease, in the name of God and humanity, cease your demands and grievances, and give us your assistance for a time to bring some relief to the poor unfortunate, whose week's work of eighty-four hours, brings but \$2.50 or \$3 per week.

Once more we appeal to you, brothers of the Knights of Labor, by your love for the sacred name of mother, by your protecting love and respect for your wives and daughters, to sustain your manly principles, to uphold the dignity of your strong, noble manhood, and assist to uproot the corrupt system that is making slaves—not alone of poverty, but slaves to sin and shame—of those who, by the right of divine parentage, we must call sisters.

Such were the ringing words of Mrs. Barry to the delegates of the order of Knights of Labor. They are brave, clarion-tongued words, worthy of a heroine, worthy of the cause she represents; they are words fitly spoken, "like apples of gold in pictures of silver." It would be well if all working men, no matter under what banner they march, could hear them, and better if they would ponder their import.

In the same report Mrs. Barry gives the enslaving prices at which women work to make clothing for men, and which, to gain coarse and scanty food, subjects wee infants to toil, and says:

To any honest man, I say, when you purchase an overcoat, see to it that the maker got more than 40 cents for making it; when you buy pants, do not touch those that were made for 50 cents per dozen, or vests for 15 cents each, or a shirt for 3, 4 and 6 cents each. * * * An honest man's back is not the place for a dishonestly manufactured article.

Such words are keynotes, and should inspire those who hear them with a determination to emancipate women from the curse which men, more cruel than a Nero, a Tiberius, or a Caligula, visit upon them. We talk glibly of the devastation of a Timour, a Nadir Shaw and an Alexander; there are no bounds to imprecations heaped upon those who steal savages from the jungles of Africa; but Mrs. Barry recites the curses of slavery heaped upon women, productive of poverty and starvation, sin and shame, not in the land of the crescent, not inflicted by turbaned Turks, but in the land of the cross, inflicted by Christian (?) men. God save the mark.

Again in 1888, Mrs. Barry, in her report, gives an account of her travels that embraced the continent, and says:

It has been intimated that the Woman's Department was started on sentiment. Well, if so, it has turned out to be one of the most thoroughly practical departments in the order. * * * Ten thousand organized women to-day look to the Woman's Department for counsel, advice and assistance.

There can be no higher evidence of man's civilization than is shown in his regard for the welfare of women; and a woman's department in all the ranks of organized labor demonstrates the fact, as nothing else could demonstrate it, that the workingmen of

America stand upon a plane of moral and intellectual culture as high as that occupied by those whose supercilious airs indicate that they are "respecters of persons," and therefore a little higher than Jehovah, whom Peter said is "no respecter of persons." But it should be said of Mrs. Barry that in demanding the amelioration of the condition of women, she grasps the whole subject and treats it with profound philosophical acumen. Speaking of reforms demanded, she would have a reduced number of hours of work for women, because:

Long hours, constant toil, confinement, injurious sanitary conditions, uncomfortable home surroundings and lack of proper nourishment, are killing the vital, physical and mental strength so necessary to women, the mothers to whom a nation must look for her strength of manhood and womanhood in future generations.

As this imperfect sketch goes to the printer, the subject of it is doing the work of an evangelist, organizing, instructing and cheering on women-workers to put forth their united energies to better their condition. In every philanthropic enterprise there will be times and occasions when deferred hopes will dampen the ardor of the stoutest hearts; but battles for the right when once begun, though baffled oft, like Tennyson's brook, go on forever.

This *Magazine* wishes Mrs. Barry the realization of her fondest hopes, and that long before her knightly voice is silenced, victory may flash along all the lines of organized labor; a victory for women as well as for men; a victory so crushing to the oppressors of working women that the women, like Miriam and all the women delivered from the hands of Pharaoh, shall take their timbrels and sing, "Labor hath triumphed gloriously over a nefarious gain of oppressors, and working women, emancipated, disenthralled and redeemed, are free."

It is said that Russia, being determined to have a stable government, has just purchased 12,000 horses. Corbin, who has Russianized the anthracite coal regions of Pennsylvania, don't purchase horses, but reduces workmen to the condition of asses and mules. One of these days Corbin's live stock will begin to kick and Corbin will find that once an ass always an ass don't hold true always.

A CANADIAN express agent stole \$2,000 went to New York, squandered his money and then went back to Canada, made his appearance at the old stand and demanded that he should be punished as he deserved. An instance in which courage and conscience were beautifully harmonized.

EUROPEAN parents send children to America by express, and the testimony is that the goods come through O. K.

Why the Boys Don't "Get Thar."

WITH many men a negative sort of reasoning is more certain than to use argument, and with others a club does best. As to which can be used with most certainty of good results with the firemen is a conundrum to your old uncle. If the engineer was to say, "Oh, yes, if your shovel was larger, you might—," and he might mean either one of two things—that if the shovel was only larger you could use up the coal on the tender—or, if you had more brains to mix with the coal, use the shovel oftener and not so much at a time, you would fire evenner and with a little more work on your part, get over the run with less coal and much easier for both. That is one kind of negative reasoning. Your round house foreman might say, "Bill, if you take more pains with the engine first and then brush and polish your carcass, you would have an hour longer to sleep and less work to do before you hook her on to the 3:32 a. m. long-legged kiter." Of course, the round house foreman is a fool. He did the same work twenty-five years ago, and would be glad to give you a boost, but you want to go to a minstrel show or some other place where you can spend fifty cents, and you go on the principle that now's a good time to enjoy life. You can get up to-morrow morning and see to it. To-morrow morning you are just ready to go to bed at 12:40; "the boys" went out and had some beer, a few "stinkadoras" and some poor beef and stale cheese, and when you are called at 2:30 you swear a little—all gentlemen swear—and get down just in time to do necessary work and barely ready to back her out on time. The habit of letting things take care of themselves will be apt to grow on you. Of course, you know better, but it's a fact every time, and as you improve in this way by about three times a week, you don't believe you get careless, but the engineer knows how sleepy you are and he not only has to watch you, but to keep you from getting to sleep, in addition to his signals, water, steam, air, time and the conductor's wants. Of course, it's easy for him—he don't amount to anything any how, and might as well have something to do to keep him from enjoying himself, as to be free to attend to his own business, and whistle or sing to himself, or he might possibly be one of the men, who think of the two or three "cubs" at home, and be hoping all sorts of good for them, just as he strikes a grade and curve and loads the water all O. K. but the steam is missing. Little annoyances like these don't amount to a hill of beans, but, boys, there's a time when any man's patience ceases to be a virtue, and he gets tired of trying to help a man who WON'T help himself. And

so, tired all out, the engineer has to report that he can't very well fire and run the engine, watch the track, time and conductor, and keep a fast asleep fireman in running order, with four sleepers all full and time and mail to make. Now, don't swear about it, and call the engineer "a mean cuss." You know I've stated it fairly, squarely and truthfully, and have left out the "tangle-leg" part of it, for I've seen men come to the round house so dizzy they couldn't walk on a barn door four feet wide. That kind of stuff *may* do and it may not. If you want to get drunk do it some where else than when you have to climb in on a foot board. So many men can hold a gallon and never show it—in their own estimation. An engineer has nothing to do except help such a man draw his salary. Fact.

Then, of course, the kickers come in for their fun, growl, snarl, find fault, fret and fume, snap like a mean dog who got kicked so often that he used to bite his own leg when he couldn't reach anybody else to bite. It makes it pleasant for all hands. It makes everybody love you, and they all want to help you (or go to your funeral). If the train breaks down, gets stalled or into any trouble, swear like the fool you are, fret and fume, curse somebody all the way from the president down to the track-walker, but don't look in the glass, don't offer to help anybody. Of course, the engineer can wallow round in the mud or snow, ice, steam, etc. You have to watch the steam gauge, or read some rot of a dime museum fol de rol. You try to see how little you can oblige anybody. Of course, you can't wear rubber boots in the cab, and you can't crawl under the drivers to set up an eccentric strap; that's what engineers are for and that's what they get paid for, and you were hired to fire. Maintain your dignity if you die in the almshouse. If the engineer should be lame and want a little help, be crosser than an old hen with chickens. Of course he won't remember it. You will get help every time; in short, be ungracious, unpleasant and get fired.

Study? Not much. Only goody-goody boys ever read books. We are going to have a good time after our rest. We don't propose to learn any one thing except to guzzle beer, smoke and chew, spit and swear at, or about, anything that does not please our august self. In short, we propose to play HOG, and get there on that basis.

This, I am sorry to say, is too much of the idea among some of the boys. There are some things in this world that DON'T pay and some that do. I haven't got time to put them all down to-night, for I've done a long day's work and have another one to-morrow, but it pays to tell the truth; to fulfill a promise if it costs a week's pay;

to be obliging and to accommodate every one you can. It pays to say "Thank you," "If you please," "Yes, sir," and "no, sir," and it pays to get all the help you can from "Dead Men's Brains." See next *F. M.* if you don't understand these three words.

Uncle Silas.

Relics of Barbarism.

The *Laster*, as wide awake labor paper as is published anywhere, remarks that "labor has of late years, thanks to its own efforts and organizations, won much in the way of industrial legislation, but there are in many States plenty of laws on the statute books which not only hurt labor but even degrade American manhood. Such a law is that which four tramps, recently arrested at Moberly, in Missouri, have felt. They were put up to public sale and two of the tramps were sold to farmers at two dollars per head. Another went for seventy-five cents; the fourth had no buyer and went to jail. The three who were sold must work for three months. This bonding of men is only a relic of barbarism, but quite to be expected from the State that shelters the Ku Klux and clung to slavery until all hope was gone. The three tramps, we hope, will take a silent leave at their first opportunity." The remarks of the *Laster* are suggestive, and indicate very clearly that civilization in the United States is retrograding. And it becomes worth while to state that in Saxon and Norman times, ten centuries ago, the English peasantry children were sold in Bristol market for exportation. In the time of Edward IV, less than 500 years ago, a statute was enacted that a runaway, or any one who lived idly for three days should be brought before two justices and marked V with a hot iron on the breast, and adjudged the slave of the man who bought him for two years. The purchaser was to take the slave and give him bread and water, or small drink and refuse meat, and cause him to work by beating, chaining, or otherwise; and if, within that space, the slave absented himself for ten days he was to be marked on the forehead or cheek by a hot iron with an S, and be his master's slave forever, and it was lawful to put a ring of iron around his neck, arm or leg. And as late as 1547 a beggar's child could be sold into perpetual slavery. Manifestly, when a tramp can be auctioned off, as in Missouri, we are going backwards in our civilization. A tramp is not necessarily a criminal. He is poor and unfortunate. To arrest him and sell him into slavery is a crime against God and man, heaven and earth, of damning proportions. It makes civilization a monstrous fraud and sham, and to call it "Christian" civilization ought to send a thrill and chill of horror through heaven. But this is done in the closing years of the 19th century, in one of

the States of the American Union. Certainly shame has no blush in Missouri, no is Missouri yet redeemed from Savagery.

As we write word comes from Indianapolis that a poor tramp, seeking for work and no finding it, on a cold night, built his fire in the highway, at a safe distance from buildings. Being ordered away, he was deliberately murdered by a farmer, and his slayer subjected to no more inconvenience than if he had shot and killed a skunk and to show public estimate of such offences press and pulpit are dumb as oyster

Chickens vs. Children.

The *Station Agent* remarks that "the American Society for the Prevention of Cruelty to Animals, of New York City, has written a letter, complaining of the crowded condition of coops containing live chickens carried by express companies to New York City, and calling our attention to the fact that the carrier is liable to a fine of two hundred and fifty dollars for every coop that reaches New York overcrowded. They have been watching the delivery of these coops brought by the different express companies to the markets of New York, and they claim that in many instances there are twice as many chickens in the coops as could possibly be expected to get through in good shape." While this profound solicitude for chickens is reported, the overcrowded tenement houses, where children die by the thousand, create little or no concern at all. Children are not, like chickens regarded as animals, and as a consequence their overcrowded condition receives little attention.

THE *Union*, Philadelphia, says:

Judge Finletter on Monday sentenced Superintendent Sweigard, of the Reading railroad, to a fine of \$1,000 and six months' imprisonment, for maintaining a nuisance in the shape of a fence on each side of the Reading tracks in Richmond, closing up several streets. An effort was made by the counsel for the railroad to have the punishment by fine alone. The Judge replied that it made little difference that corporation whether it owed \$10,000 more or not, but the sentence of imprisonment would be a warning to the management that they were amenable to the law. Of course if the fence is removed Mr. Sweigard will not go to prison, and the case will be taken to the Supreme Court. The sentence was just one, and the only fault we find with the Judge is that he did not send Sweigard to prison and let the matter go to the Supreme Court after he had served his sentence. Then, again, Corbin should have been sent with Sweigard. It would have been a lesson to railroad managements that the people of Philadelphia have some rights that even a railroad company is bound to respect.

The fellow Sweigard, Corbin's supporter, as also Corbin himself, will go to the penitentiary in due time. The people of Philadelphia and of Pennsylvania cannot afford to submit much longer to Corbin's Russianizing rule. It is making the name of the old Keystone State a stench in the nostrils of all half-decent people.

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the *tenth day* of each month.

MR. EDITOR:—In April *Magazine*, page 301, Vulcan quotes my reply to Mr. Conkling as to “plunger pump” in which he both agrees and disagrees—he is both right and wrong.

A T. C.’s inquiry is not within my reach at the moment and “Uncle Silas” is quite too busy a man to give time to reference—hence can only reply generally—not having time to make any play on words.

My own view of life is that it is quite too earnest to spend in any waste of time, and my own motive is purely and simply to extend information among a worthy class of men, many of whom have been obliged to earn their bread and butter from boyhood, and have not, in many cases, the advantage of a common school training. Many of these men are earnest in their pursuit of knowledge, and not only try hard to master such problems, but absorb such principles as are given them and extend the application until they thoroughly understand them, as is proved by the letters so frequently coming to my desk, asking me to look over their figures and to correct any mistakes, and *these men*, the firemen and engineers, observe the amenities of life far better than business men do, as a rule, for they seldom send me a letter without sending a stamp for reply. In this way my acquaintance has broadened among them vastly.

Now when such a man asks a question it is my wish to give him all the elements with the utmost conciseness—hence, in the Conkling matter, the inquirer, as I remember it, did not say if the pump was single or double acting; but did not my answer say “so many ups” and “so many downs?” and Mr. C. has no doubt the good sense to understand that if the pump only lifts one way and forces the other that he will get only one-half the quantity of gallons named, or if he doubles the speed he will double the quantity. In this way Vulcan is quite right in his re-explaining, and quite wrong unless he gives me credit for some latitude in the application of the rule. If Mr. Conkling’s pump was a solid piston, Vulcan is right and so am I.

Now, if the question had been put, how much will a solid piston, single acting pump displace at a certain speed per minute? then Vulcan is “dead right;” but when

“Uncle Silas” says thirty ups and thirty downs, he interpolates conditions, as he does not know if the pump was single or double acting, and so leaves it to the sense of the reader. “After this little difference” there is no difference at all, and I’m glad to have Vulcan say “Amen” to “our” sermon.

While writing, you will no doubt excuse my remarks on Dr. Wilson and his long articles.

Force, energy, momentum, speed, inertia are all mixed up, and when he comes to steam and the heat units, he is not the first man I’ve seen all mixed up. On page 308 the Doctor says, “Yet I doubt Joule’s method as being the proper way of arriving at the truth, I think he has the unit too high.” “Assertion is not argument,” nor is the Doctor’s doubting at all convincing to me at least.

Dr. Joule put the standard that “772 foot pounds of mechanical energy was required, or disappeared, or was exerted to make one heat unit,” and Rankine who, more than any man living or dead, stands out pre-eminently as the man who has investigated all these laws tells us clearly that heat and mechanical energy are “mutually convertible” and so on to the end of the chapter. Mr. Joule, in 1843, settled the fact that “772 foot pounds of mechanical energy” disappeared with the production of *each heat unit*, and the Doctor can find it all in “*Philosophical Transactions of 1850.*” The care with which all Mr. Joule’s work was done has received the approval of the most eminent scientists, physicists and investigators, some of whom have gone over the same ground, and after long researches and experiments have not only accepted Mr. Joule’s work, but have emphasized the care and freedom of error in his work. In 1843 some things were not known that are now, and among them is the fact that the difference of latitude is a very slight factor of disturbance in all these physical researches. Mr. Joule, in Manchester, England, and Regnault, in Paris, found but a *slight* difference in the “J” or Joule, or unit “772.” In 1882 Prof. H. A. Rowland, of Johns Hopkins University, Baltimore, took up the mechanical equivalent of heat with the most delicate apparatus that could be constructed and, after long and careful experiments, he gave his results as “778,” including latitude corrections or less than $\frac{1}{100}$ difference from Mr. Joule, who worked thirty-nine to forty years before Prof. Rowland. Now, I have only wished to state these facts to show how easily Dr. W. brushes away from two to three years of patient work in establishing a fact which the Doctor “doubts,” and so clears it away, while men of the highest attainments, who only seek the facts, spend money and time

to corroborate Mr. Joule's work after a lapse of forty years to within $\frac{1}{100}$ of 1. Comment is unnecessary, and while the Doctor can doubt any unit he pleases, and has a perfect right to do so, we must not follow his doubtings until he produces good and sufficient reasons, far beyond his personal doubts and fears.

Precedent has, to an extent, a rational and reliable hold upon our own practice, and it is unsafe to depart from good custom when our object is to make money honestly, or to produce commercial results, and as firemen are expected to run over their iron to make the distance and time by the time table, they will necessarily be careful of the Doctor's varied and curious hypotheses until the Doctor gets 'em at work on the line. Rankine will probably stand the Doctor's criticism—for Rankine was a profound investigator and reasoner, and did not jump at conclusions or even at theories, and when Rankine and Regnault were working the expansion of mercury, in its connection with the first law of thermodynamics and its immediate and commercial application to steam, the one in Glasgow and the other in Paris, without having any correspondence, when their results were given to the public they were exactly nineteen one-millionths ($\frac{1}{10000000}$) of 1 apart, and then when Rankine examined into Regnault's exactly described methods and apparatus, he (Rankine) accepted Regnault's unit, "because of his exceeding accurate methods and better apparatus." Here were two men working on the same line of investigation, in different countries, in different units of measure and weight and in different latitude, yet when the results were converted in either case, the comparison showed a difference almost imperceptible. Practically, it was imperceptible, and yet Rankine speaks of this as "closely approximate."

This may be claimed as a digression. It has only been mentioned in general in order that "our boys" may have a glimpse of the higher life of the men who have laid down the laws of the uses of steam for our guidance, and by which we must profit, and if we do not the fault is ours.

I do not wish to be considering the Doctor in any sense other than that facts are worth piles of assertion. He can doubt, and I respect him for it, and he can twist his momentum into all sorts of fanciful shape, but "de fax am dar."

The Doctor, in his closing paragraph, expresses his ideas: "You must shovel in and burn twelve tons of coal per hour, go back on Rankine's teaching, or say you don't have any locomotives of 681 horse steam power. *I cling to the last horn*" (the italics are mine). There is no reason to go back on Rankine's teaching from the quota-

tions made, for Rankine does not teach what is quoted, and as to horse power we do have plenty of locomotives of 360 horse power on each side, or 720 horse power in all, day by day from the indicator—sometimes even higher than that—not by guess work, or conjecturing one or the other, but abstract fact, measured and weighed—wherever 50,000? what, heat units or pounds, etc., the Doctor has a funny way of figuring. The promiscuous way of using 50,000 is not at all Rankine's idea. The utilized heat varies extremely in various boilers and engines, and with the quality of steam. A locomotive under full sail, with 160 pounds of steam, and an engineer and firemen who mix *brains* into their coal and lever handles, would pull the Doctor's theories out so far apart that he could not get 'em together in a two months' run at forty miles an hour.

The indicator would show the Doctor some very funny things. I'm going to ask a man who knows how to do it, for I've heard him lecture on this thing, to fix up some facts and send them to you to put where they will do the most good, viz: Where the boys will devour them and understand them, and we will find out how much coal it does take and what becomes of it.

Uncle Silas.

SAGINAW, MICH., March 17, 1890.

MR. EDITOR:—I am well pleased to see that my old friend "E. S." is again on deck: he has had a hard time and I know how to sympathize with him, as I too have had a number of ups and downs during the past eighteen months.

Fred Hill says he knows of no rule by which to find how much heat it takes to raise the steam pressure ten pounds. I append a rule that may help him. I also want to call Dr. Wilson's attention to this rule; by it he can see that if it takes one minute to raise the steam pressure ten pounds, it will not take fifteen minutes to raise 150 pounds.

Temperature Degrees.	Electric Force Per Sq. Inch In Pounds.	Volume Cubic Feet.	Temperature Degrees.	Electric Force Per Sq. Inch In Pounds.	Volume Cubic Feet.
212	14.7	1,700	312.2	76	379
221.2	17.5	1,410	332	100	292
260.9	35	767	342.7	115	259
262.2	36	748	349.1	125	240
270.6	41	664	352.1	130	233
280.5	56	500	360.6	145	210
291.7	57	492	371.1	165	187
300.3	64	443	380.6	185	169
301.3	65	437	387.3	200	158

I did not intend to allude to Dr. Wilson again. I stated in my former article that I considered the question of "H. P." merely

a technical one and not worth theorizing over, but the doctor makes such astonishing statements in connection with his theories that I can't let them go unquestioned. He brings Rankine to his aid and then triumphantly cites instances of the amount of coal burned on L. R. & F. S. and M. & L. railways, and imagines he has proved a point, when in reality he has only shown his ignorance of practical engine work and proved that the L. R. & F. S. is a mighty good road to fire on. Now, doctor, if you should demonstrate to me that it required the force of one "H. P." to raise a certain weight out of a well fifty feet deep and I persisted in asserting that it only took one-half "H. P." because the weight really traveled through a distance of 100 feet, as it had to go down before it could come up, you would be justified in calling me a fool, yet in substance this is precisely what you have done. You have treated gravitation as a minus quantity (or rather have not taken it into account at all) when every engineman knows that it is the biggest kind of a plus quantity. If you investigate farther you will find that on the M. & L., where firemen use the enormous quantity of three tons of coal in running 131 miles that it is not "because their attention has not been called to the amount of coal used" (firemen don't often escape having their attention called to those things) but simply because the force of gravitation don't help them as much as it does on the L. R. & F. S. and they have to make more steam to get over the road. Now, I will tell you something that may seem strange to you: Hilly roads, as a rule, will show a smaller percentage of coal consumption than dead level ones. As to your assertion that "if firemen burn more than one-half ton of coal per hour they would have little time to ring the bell or wipe the sweat from their faces," it is all bosh and only exposes your ignorance of the real work most firemen have to do. Now, my dear doctor, I will give you a few examples of something real, and let me tell you I have burnt the amount of coal indicated in these examples and still found time to not only wipe the sweat from my face, but crack a chunk now and then, watch the hind end and trade chewing tobacco with the head shack. I won't include ringing the bell because the aforesaid shack generally did that in exchange for the front end of the seat. Our 18x24 mogul engines with full load of freight, on eastern division, burn on an average ten tons of coal; distance, 116 miles, schedule time, eight hours. I will now call your attention to the fact that there is a vast difference between schedule and actual running time. Now, any fireman who knows this run will guarantee to take a full train the last sixty-six miles of this distance with three tons of coal; this shows that

they have to burn seven tons of coal in running fifty miles schedule time for this fifty miles three hours and twenty-five minutes. On western division 138 miles same class of engines—it is simply impossible to run through with one tank of coal, and I am safe in saying that thirteen tons is the amount used, yet the last forty-eight miles can be run with one and one-half tons of coal; this shows that it takes eleven and one-half tons to run ninety miles schedule time. For these ninety miles six hours and forty minutes in running the last forty-eight miles, they burn about half of the one and one-half tons remaining. In running the first four miles from this point if a train ever got away and run with nothing to check it, if it didn't go in the ditch it would run to the end of the division and have momentum enough when it got there to sink itself in Lake Michigan so deep that it would take a good-sized search warrant to find it. But because it is necessary to check momentum with brakes and make a few stops and keep our fire from dying out we burn the balance of the thirteen tons. Now, doctor, firemen here don't burn coal for fun, nor do they burn so large an amount because they "have not had their attention called to the amount burned." Their attention has been very forcibly called to the amount burned, as many an aching back and tired limb can testify. They burn it simply because they can't help themselves. The engines are overloaded and they are expected to make as good time with their heavy trains as they would with light ones and as long as the engineer is compelled to keep the Jonson bar as close to the oil cans as she will stand in order to *flush* as much steam as possible into the cylinders in an effort to make a heavy train run thirty or forty miles an hour to make up an hour or two that he is behind the card, the fireman has simply got to give him a full head of steam all the time and he can't do it without burning coal. Although the coal consumption here is larger than on a majority of roads, I think the efficiency of the engines will be found to compare favorably with any road in the country.

Again you are altogether too fond of using such expressions as, "I say emphatically that it never has been done," or "it can't be done." Now I'll give you a few figures: A full train over eastern division is thirty-five loads; the cars in this train weigh when empty from 18,000 to 30,000 pounds—it is a low average to put them at 20,000 each this makes a weight of 35x20,000, or 700,000 pounds. The capacity of these cars range from 40,000 to 60,000 pounds, scarcely ever below the former figure, and let me tell you that shippers of lumber and salt are not in the habit of underloading cars; they generally get them just a little heavy so as to be safe, but

I will not take the mean but the lowest figures and put them at 40,000 pounds a piece. This gives us a load in these thirty-five cars of 1,400,000 pounds, which, added to the weight of the cars makes a total of 2,100,000 pounds, or 1,050 tons as the weight of these trains. Now, according to the dynamograph, which you have been gracious enough to admit may be correct, the starting force required for these trains is $48 \times 1050 = 50400$ pounds, quite a margin above 34,020 which you say "they don't have because the drivers would slip long before that point is attained." *Why, suppose they do slip, we'll give her a little sand.* Now I have not taken any special cases but have taken trains just as they are made up and pulled here day after day.

You again say that "because the chemist in his laboratory makes 179 cubic inches of steam from one of water is no proof that it is made in ordinary steam boilers in actual practice." I say that it is positive proof that heat applied to water will make steam in the exact proportion of 179 to one, whether that water is in a chemist's laboratory or a steam boiler. The laws governing the expansive power of steam are as well established as those of gravitation, and you can't overturn them by a mere assertion. If I did not feel that I have already taken up too much valuable space, I could give you a few figures showing the amount of water evaporated by the engines I have been describing, but I will leave it till some future time. Now, don't get the idea in your head that I believe every pound of steam made by a locomotive is used in doing effective work, because I don't. I will now proceed to the dilemma which, by your false train of reasoning, you have created. You have endowed it with three horns, when, in reality, it is a muley. You triumphantly ask firemen which horn they want to take, and think, no doubt, none will have temerity enough to take the middle one and reject Rankine. Yet that is precisely the one I am going to take. I utterly reject Rankine, Dana and all other so-called authorities that express the duty of an engine in foot-pounds of work per pound of coal. Duty should be expressed in foot-pounds of work per pound of steam at a standard or stated pressure, because it is a regular method, representing a substance having a fixed and constant value, while the value of coal is expressed in very variable units. Some boilers will evaporate double the amount of water per pound of coal that others will, some coal contains double the number of thermal units per pound that other coal does, so how can it be used as a standard with any degree of accuracy. Why, the very origin of the term is enough to condemn its accuracy. As to universal application, about the year

1778 Bolton and Watt introduced the term to express the performance of their engines in Cornwall, in cases where they were paid out of the profits resulting from the saving of fuel. Now, Doctor, I am not taking up the cudgel in defense of Watt's definition of H. P., in fact, I will go so far as to say that I do not think his definition expresses the exact truth, and if you can figure out a better definition and prove it correct, no one will accept it quicker than your humble servant, but you can't do it by the use of false formulas or the perversion of actual facts. If you attempt it, I will have to call you down.

Vacuum.

LA GRANDE, OREGON, March 18, 1890.

MR. EDITOR:—The following is a question on combustion and scientific firing for our boys to argue about: The question came up between myself and others as to the best method of firing a very free steaming engine in order to have no popping and at the same time protect her flues. I argued that it is much better for flues in protecting them from cold air to keep such a fire as will fill the fire-box with fire, and run with fire-door on the latch, than it is to close door and fire in such a manner that said fire is burned down so low that it does not fill the box, but simply covers the grates and has not heat enough to heat such cold air as will come through the grates. Of course, some may fire the engine entirely different to either of these methods: for instance, with dampers closed, but it seems to me that even then the injury to the flues would be great, for air *must* come in from the damper or the door to fill the partial vacuum in the fire-box and front end caused by the exhaust; therefore, it seems to me that the fire-box full of burning gas or fire, with the door on the latch, would be the best way to fire.

O. R. and N.

OSKALOOSA, IOWA, March 15, 1890.

MR. EDITOR:—I am only a wiper yet, but I am going in for learning all that is possible for me to understand, and I therefore want to know the "whys and wherefores," and would like to have answers to a few questions:

First—Is it hard on flues and fire-boxes to use the blower if there is a level fire on the grates, and no place for cold air to come through, and rush into the flues?

Second—If a person should break one or both go-ahead eccentric rods or straps, and would take the back-up rods and connect them with top of links and set the eccentrics for forward motion, would it be all right if the back-up rods are the same length as the go-ahead rods and working the engine in full forward gear?

A. A. L.

Valve Motion.

MR. EDITOR:—The few members who attended the regular Lodge meeting of Rochester Lodge, No. 99, on February 14th, had the pleasure of listening to a talk on valve motion by Mr. C. J. Hickey, of Springfield, Ohio. Mr. Hickey, who represents the Springfield Engine Valve and Governor Co., being in the city applying and adjusting one of the "Allen New Era Automatic Cut-off Governors and Patent Valves" to an old style slide valve engine, was invited by our Master, E. E. Pruyn, to give "the boys" a talk on valve motion in general, and the Allen New Era in particular.

Upon the appearance of Mr. Hickey at the Lodge room, the Lodge business was suspended for a short time, and Mr. Hickey, after presenting the Lodge with a beautiful nickel model of the Allen valve, proceeded to explain in words and blackboard figures and diagrams, the old style slide valve. His explanations and demonstrations were plain and clear, and those who saw and heard him had a better and clearer idea of valve motion.

He then proceeded to illustrate and explain the Allen valve, and to compare it with the old style valve, claiming that by the adjustment of the New Era valves and automatic governors to common engines, they are superior to the Corliss or any other type of automatic engine, and effecting a saving in fuel of from 15 per cent to 25 per cent. As to the saving of fuel and steam by the use of this valve, the only example and test in this city of the valve, justifies the claim of the inventor.

Bro. Pruyn, who runs the engine in S. J. Lovcraft's saw and planing mill, was unable to carry, on an average, more than 70 pounds of steam on the boiler. This was not steam enough to develop the required power. Upon the application of the Allen valve to the engine, he is able, with less fuel, to carry from 100 to 110 pounds of steam, and the engine develops equally as much, if not more power. This valve has been adjusted to locomotives with equally as good results. The peculiarities of this valve are, that it is a compound valve that uses a portion of the steam over the second time, converting all waste cavities (side pipes and clearance spaces) to an actual gain instead of an actual loss.

The steam used or deposited in the waste cavities to be used over again relieves exhaust compression, having that much less exhaust to get rid of, which adds to power. The valve is a piston valve, perfectly balanced, nearly frictionless, and so simple and durable that to wear or get out of repair must require long and constant use.

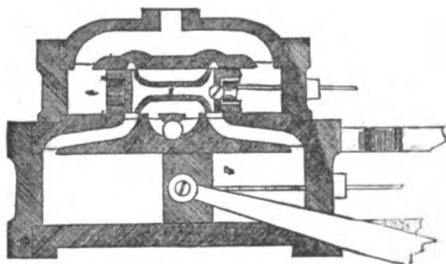
Again, the valve produces an automatic cushion which is said to be a new feature in steam power impossible to be obtained by any other known principle.

Now, if this valve possesses the advantages claimed for it, it becomes an important addition to the mechanical inventions of the day, possessing an economical element of 15 per cent in fuel, and perhaps as great a percentage in its durability and saving of power through its frictionless feature. Its adoption and use must be but a question of time, for in these days of bitter competition and rivalry, the cost of manufacturing and transportation needs to be reduced to its minimum on this line, or else the decapitation of the wage man will follow.

Now, I shall not undertake to say that the Allen valve possesses all the elements claimed for it; but I will say, what every one knows, that a perfectly balanced valve is a thing that the mechanical geniuses have been laboring and studying for a long time. Being a piston valve, working in a piston impervious to steam leak, there is no more chance for the pressure of the valve upon its seat than there is for a downward pressure on the piston head.

We can readily conform to the theory that there is advantage and a gain in filling the side pipes and clearance spaces with enervated steam, which will form an elastic cushion and help the engine over its center. That the relief of exhaust compression must add to power, that an automatic cushion must relieve shock, these are features favorable to any valve.

With the following figure or diagram and brief explanation one can form his own opinion as to its merits or demerits.



The whole figure represents a horizontal section of steam chest, valve cylinder, piston valve, cylinder and piston head with main rod. The various parts are, with the exception of the valve, so obvious that numbering or designating them is useless. 1, 1, 1, 1 represents one half of the cylinder in which the circular double-headed piston valve works steam tight. The only steam pressure on or against the valve is at the ends or heads. 2, 2, Fig. 3, represents a cavity within the valve through which steam flows from one end of the piston cylinder to the opposite end. When the valve is in the position shown, and the piston moving in the direction of the dart, the

valve has moved ahead and closed the forward steam port. It will be observed that when the valve is in this position, the valve cavity, 3, is in communication with each end of the cylinder, and the steam which has driven the piston nearly to the end of the stroke, flows over to the opposite end of the cylinder, and there forming a cushion and taking so much steam from the final exhaust. By this valve cavity arrangement the exhaust is always open; that is, as soon as steam is cut off. The exhaust from one end of the cylinder to the opposite end through the valve cavity, is termed the primitive exhaust, and the exhaust to the atmosphere, the final exhaust.

By advancing the valve in the direction of the dart, the primitive exhaust port is closed and the final exhaust port opened. When the valve has advanced far enough to open the steam port on the opposite end of cylinder it begins to retrace its course, and as soon as the steam port is closed, the primitive port is opened and steam passes over to the opposite end, filling the side pipe and clearance space, and forming a cushion to receive the piston on its return stroke. And so the process goes on alternately, the valve apparently accomplishing what is claimed for it, and possessing the advantages peculiar to its construction. *J. B. Ward.*

ROCHESTER, N. Y.

GALVESTON, TEXAS, March 17th, 1890.

MR. EDITOR:—The 17th of Ireland is at hand, and with it the advance copy for April puts in an appearance and, while the entire country is celebrating the day in honor of the memory of St. Patrick for his good deeds, I will try and celebrate in a more quiet way, and for the benefit of those who have not yet severed their connection with this mundane sphere.

L. L. C. says, "The throw of an eccentric equals twice the width of one steam port with twice the lap of one side of the valve added." This is so palpable an error that the moment my eye rested on it I was induced to seize my pen and commence an article in an entirely different manner from what I had planned and contemplated.

The throw of an eccentric, as has often been stated in these columns, equals twice the distance from the center of axle to eccentric's center, and is *not* governed by either lap or steam port. To show L. L. C. his error in such a manner that he can readily see it, we will take an engine, of 17×24 cylinders, and for an example let the steam ports $1\frac{1}{4}$ inches in width with lap of value $\frac{1}{2}$ inches. According to his reasoning we would here have as the throw of the eccentric $1\frac{1}{4} \times 2 = 2\frac{1}{2} \times \frac{1}{2} \times 2 = 1\frac{1}{2}$, and it would be an eccentric of very small

eccentricity—take out that valve and put in one of $1\frac{1}{4}$ inches lap, and the result would be $1\frac{1}{4} \times 2 = 2\frac{1}{2} \times 1\frac{1}{4} \times 2 = 2\frac{1}{2} = 4\frac{1}{2}$, and the change made in the eccentric, also widening the steam port, would have the same effect. I hope from this L. L. C. will see his error.

What lead is, has been discussed in these pages long ago but as L. L. C. may not have been a student of the mechanical department at the time I will try and sum up the result of the former debate on this subject for his benefit, as also others, who may be placed to the same as himself.

Lead, is the amount of opening the piston has when the piston comes to its end of the stroke or, in other words, when she is on center, and is for the manifold purpose of cushioning the piston, and having steam there ready to exert its influence to stop the piston in the opposite direction.

If an engine had no lead all the piston would reach the end of the stroke with a shock or jar as its speed, impelled by the force from the other end would drive it, or have a tendency to drive it on in that direction, and the connection of rods and pins would be all that would prevent it from going as urged, the consequence would be a jarring strain on every connection from spider to back end of main rod, while the momentum (if single) or the force of the other side, would have to carry it to some little distance before the steam could get into the cylinder to do any good work, and would be like a lazy boy—of much account when it got there, as it would find the piston receding leaving an ever increasing void to be filled, and with so small an opening the steam would be so badly expanded when it got there that its pushing vim would not amount to much.

As to the position of valve when on the forward dead center, it all depends on how much lead you have, and where you place the reverse lever. Place her in the corner—no matter which, if lead is same in both gears—with $\frac{1}{16}$ of an inch lead you will find your forward port open $\frac{1}{16}$ of an inch, with $\frac{1}{8}$ of an inch lead you will have $\frac{1}{8}$ of an inch opening, while if there is no lead at all line of the valve and port will be at the same place, *just ready to open*, while if engine be blind $\frac{1}{16}$ of an inch the port would be covered just $\frac{1}{16}$ of an inch by the lap of the valve.

The position of the piston in cylinder when crank pin is in upper or lower quarter would depend on the length of the main rod, but no matter what length it was the piston would have the

eled *more than the half* of its stroke, which is caused by the angularity of the connecting rod—(some one versed in geometry could give a more lucid explanation than I can)—as a rod one end of which travels in a straight line, and the other in a circle, travels a greater distance in a straight line in going away from it than it does in coming back to it, and the greater the length the less the angularity, and vice versa.

As "Amboy Division" comes MOVING at me again in a way that necessitates an answer, I will quote my saying on that subject in full, and allow all with reasoning power to judge, which of the two is right. In December *Magazine*, 1888 (page 900), you will find it as follows: "The wheel is solid and moves in a *rotary motion* around its axis, the center of the axle, at a perfectly uniform rate of speed, if it were possible that any part of that wheel could be *stopped for a moment* while the balance kept up it speed the wheel would immediately rend itself to pieces. Take a fly wheel of a stationary engine and watch its movement, and see if it stops a moment when it reaches the bottom, and then tell me what difference there is between the *rotary motion* of that wheel and the driving wheel of a locomotive. None whatever. *The bottom stands still* is undoubtedly true of a locomotive driver, or a car truck, or a buggy wheel, either, but it is not a part that comes there and stops, it is merely the *place* in which there is a balancing or equalizing of two transverse motions, namely, rotation and translation, the combining of which is motive power."

Now I challenge "A. D." to produce one sentence in the foregoing, *which is verbatim*, to justify any such remark as will be found credited to him in *March Magazine*, 1890, (page (219)). There is *not one word* which disputes the statement that the bottom is *at rest*, but the entire paragraph was written as an explanation of the mooted question. I did assert and *still maintain* that if it were possible to stop a portion of that wheel in its *rotary motion* while the balance kept up its *speed of rotation*, the wheel would rend itself to pieces, and this is so self-evident that it does not admit of controversy, as, being stationary and moving, are not compatible, they have nothing in common and can not possibly be united because if you introduce motion, fixedness is immediately dispelled, and causes an object to *stop*, and motion is quieted, stopped, no motion exists. How then can you combine them? With this one addition I will leave the subject to the decision of the readers. If the engine in running along should suddenly be *jacked up*, still allowing her engines to work, would "A. D." say the bottom of the wheel was standing still or would he say the

entire periphery of that wheel was moving at the same *speed of rotation*, while the absolute center was the only portion which had no motion? Then just knock the jacks out, and let the engine go on, and tell me *what difference* there is in the *motion of rotation*, and see if my statement is not correct, that it is the equalizing of two transverse motions which causes the *at rest* condition, which I *never did* dispute, but always contended was a mechanical fact.

Long ago a question was HOW TO asked as to how and where to KEY AN key an engine. In answer I, ENGINE. as well as one or two others, gave answers. I maintaining that the center was the proper place to key the back end of main rod, nor was I alone in this *error* as E. J. Rauch, in an article on the subject, advocated the same position, "Vulcan" being the only dissenter, he claiming the quarter as the position; all of this caused me to investigate the subject in all of its conditions, and over a year ago I had reached a solution of the subject, and found that all of us were wrong, and that for the back end of main rod the proper position is the upper forward eighth, as this position presents the least wear. The reason is that just before reaching the center the lead opening admits steam in front of the piston, taking up the lost motion of all connections and causing a pressure of the brasses against the pin; this pressure then is continued until release takes place, which occurs at about 18 inches of the stroke more than at any other place as an engine is worked mostly at a cut-off of from 5 to 9 inches which releases the steam, at from 16 to 18 inches of the stroke, then from that point until just before back center is reached there is no pressure on the pin at all, and then as the lead opening causes a pressure on the pin, the same portion of the pin's surface is under pressure as before, and is continued over the same portion throughout its pressure in the forward stroke as in the back stroke, consequently as 18 inches is three-fourths of the stroke it will be found that the wear on the pin is produced on three-fourths of one-half of its circumference and that it is continually covering the same ground, and also that just after release from the back end of the cylinder the pin will be on upper forward eighth.

Here is also a solution to a question (asked over two years ago by some one whom I have forgotten) as to what would cause the pins to run cool in forward motion, while they would heat in back motion, and which I answered at the time by saying that I did not think it could be attributed to any irregularity. I have had a red board turned on me and, as I found my orders to be made out wrong, I make ad-

knowledge, even though it be a very late day for it. They would run hot as the brasses would be worn to fit a flattening surface, and when reversed, and run in the other direction would be bearing on a new surface, and would be like starting out on a new pin.

Yes "Vulcan" I mean just exactly that cylinder heads have gone the way of the transgressor frequently when running shut off without reversing, and with the old big stacks and extremely short nozzles. If an engine is worked very hard over the top of the hill, and then shut off very suddenly and put in the corner, she will soon have so much dirt and cinders in the cylinders that she will begin to pound terribly, there is only one way then to relieve it, and that is to open her up and exhaust it out; the successful way of running such engines is to *almost* shut them off, then place them in the corner and allow a little steam to be worked for some distance, and then shut off, no danger need then be feared.

Dr. Wilson gives some figures of work done per ton of coal on the L., R. & F. S. Railroad, which is something remarkable, as in my experience of over eleven years with the scoop, I have never been able to hold a candle for such men to fire by, in fact such a statement as a man making 150 miles with a full train of freight, and only consuming $2\frac{1}{2}$ tons of coal comes so near the impossible that I can't help but say that I don't believe it ever could be done; and here on this road the greatest record on coal is about $3\frac{1}{2}$ tons per 100 miles on freight, while it extends from that to 8 and 9 tons per 100 miles, and few engines make it on less than 6 tons; also the passenger run, with 4 cars, using 1,440 pounds of coal, a trifle less than three-fourths of a ton, while here our *best* record is about 54 miles to the ton, and only 3 cars on the run; about 51 miles per ton (with larger engines), with 5 cars on the run. This would seem to indicate bad firing from the doctor's standpoint, but, in fact, it don't indicate any such thing, as some of these runs are fired by men who stay with their engines and burn just as little coal as can be got over the road with, and when the end of the runs are reached there is scarcely enough left to cover the grates, probably a depth of 3 or 4 inches, and these runs are 156 miles, 192 miles, 218 miles and 240 miles, all with coal which is full of sulphur and dirt, and prone to clinker. Now, how is this, if the L., R. & F. S. firemen can make over 100 miles to the ton of coal on passenger, and 60 miles to the ton on freight, it shows something terribly lacking on this road, and not only

this *but every one of the fourteen different roads* I have fired on, as my best record on any road was only 35 miles per ton on 17×24 eight-wheel engine of Blood make and as fast a steamer as ever a man put foot on, and to show that I did not waste fuel I will state that in a run of 100 miles the engine would not pop but fire 1 to 3 times, and this for weeks at a time and the steam kept within 8 pounds popping point all the time; could steam have been kept at a smaller expense in fuel? Let any fireman who knows, answer.

J. L. S., of Bellevue, Ohio, asks: If you have an engine 19×22 inch cylinder and want to change to 18×22 inch, what change will have to be made on engine.

Nothing will have to be changed but the bore of the cylinder, putting on a new pin of 18×22 would be all that is required, or *might* be practicable to put in one-half inch bushing all around, reducing bore 1 inch. As to any one claiming that rods would have to be shortened or wheels changed, they must have queer notions, as you have not changed anything but the diameter of the stroke being the only thing which could affect the length of rods, being left intact.

If the length had been changed it would be necessary to change rods, guides and wheels. The rod would be too long if the change was from 22-inch stroke to 24-inch stroke, the length of pin center from a center too short, and guides too short, the difference required would be—shorten rods 1 inch, lengthen pin center 1 inch, lengthen guides 2 inches; but, as put in question, none of these changes would be required as the stroke is the same, and the wheels would do for any engine, no matter how large or small the cylinder might be where the stroke is the same.

Eccentric Strap

JACKSON, TENN., March 15, 1890.

MR. EDITOR:—Hoping that you will find space to insert a few questions, I venture to propound them through these columns:

First. How to go about cutting an eccentric?

Second. What is the quickest way to set an eccentric while out on the road?

Third. How to find the length of eccentric rods and parallel rods of a mogul engine?

Fourth. How to explain when I am asked about the admission of steam into the cylinders?

Fifth. How to find the heating surface of boiler and area of flues?

Now I hope some of our readers will find disposition and time to answer. *Max*

Review of the April Magazine.

MR. EDITOR:—The advance sheets for April do not show any lack of interest in this department, and we note that our old contributor "A. D." has not yet given up the contest, but has called to his aid a number of imps and mules to prove his points.

In regard to "A. D.'s" article in relation to the movements of the Crosshead, Guide and Pin, as illustrated on page 302 of April Magazine, I am glad to say that I fully agree with him in every detail, and have in the past written on these points, in controverting the idea sometimes entertained, that the crosshead remained stationary during the backward stroke of the piston. I wrote in regard to this point, "that the crosshead never moving ahead so far as the ground is a stake on the ground was concerned, and that it would only stand still if a locomotive was so constructed that its stroke was equal to half of its circumference," just "A. D." says a 6-foot 3-inch stroke on a 4-foot driver with a 12-foot 6-inch tread would act. In this case the pin and crosshead would make all the advance so far as the ground is concerned, in the forward part of the stroke, or first movements, as "A. D." states it; and having done this they have to let it and allow the rest of the machine to come up, for, as viewed from the ground, it would appear as if the first parts were running away from the others; but, as "A. D." shows, when the revolution is completed all parts must be in the same position. Now, being granted that "A. D." is right in this case, will he please allow me to ask him in this article in answer to his second article on page 304, in which he introduces a mule holding back with its proverbial tenacity? Will "A. D." kindly explain the leverage he gets when the pin is at the circumference of the 4-foot driver, and particularly at the time when pin and fulcrum (located by him) occupy the same place, they must once in each revolution at the point between 11 and 12, as shown by the imps dotted line? Also, how he places various points in his extended crank, that has 6-foot 3-inch stroke, with a 4-foot driver? When "A. D." has located these points and figured out his leverage, he will have to make a change in tactics, for even now he is not decided in his opinion on it, it leaves it as a debatable question. I must, as "A. D." state that I have no quarrel with him or any one else, but am trying to raise these questions with fairness and due respect for all who may differ with me.

"E. P. C." asks whether an injector would work with air pressure? As probably no one has tried it and

knows about it practically, we must answer by theory, and this would say No; for whenever an injector gets a quantity of air it will not work as effectively as when properly packed; hence, if air will disturb its action it will probably stop it entirely if no steam is there to aid it. It would appear as if the steam admitted to the injector was condensed by the cold water, thus creating a vacuum, and that the rush of water to fill this, produced the force which operates the injector. Hence, without steam we have no condensation and produce no effect.

"Thomas Reeve" gives some good advice to young firemen, but the first part is of such a nature that only the most heedless of men need be reminded of their importance, and if a man is so indifferent as to neglect them, even good advice will meet with poor returns.

After answering a number of questions "L. L. C." has a few of his own, the first being about lead. Lead is the amount of opening the steam ports have when the crank is on the centers, and is generally greater for high speed than low speed engines. We have four distinct actions for each movement of the piston, three on one side of it and one on the other. First, we have admission of steam up to the point of cut-off, then expansion of the steam to the point of exhaust, then the exhaust; these three actions are on one side of the piston. On the other side we have a portion of steam previously admitted, but which failed to get out of the exhaust, and was shut up in the cylinder. This is compressed, and diagrams of the indicator show that during the last inch of the piston movement it amounts to nearly boiler pressure.

Now we will take "L. L. C.'s" third question and answer it first. Suppose the above piston actions to have taken place while the pin was going over the upper half of its revolution, and the piston going to the front end of cylinder in running ahead. This would bring the engine to its forward dead center. The valve at this time must be moving back, and the front steam port should be line and line, or if there is lead the port should be open the amount of lead. The steam is thus permitted to enter the cylinder just a little before the piston reaches the end of its stroke, and in conjunction with the compressed steam above described, help to bring the piston to a stop without the jar that would result if it were not for this elastic cushion. Another advantage given by lead is, that the steam is ready to follow the piston before it turns, and is thus able to keep up to it and get in its work, which it would not be able to do if the valve had not been opened until the piston was already moving back. Our

younger members (and some of us older ones, too) know that if we want to get in our work in swinging our fair partners in an old-fashioned rope swing, by the old-fashioned process of "running through under them," we must be ready and started to catch our hold before they come along or we will miss our holds and be left behind and laughed at. It is just the same in the movement of the piston, and hence, we have the rule that the faster the speed the more lead. Lead is thus an advantage by helping the compression and stopping the piston, and in having the steam ready and waiting to push the piston in its return movement. With no lead in fast engines there would be an uneven working, but in stopping the piston and in its return stroke, while it would not show so much in slow speed engines.

When the crank pin is on the upper or lower quarter, the piston is not in the center of its stroke, as would naturally be supposed, but will be found more or less back of the center. I say more or less back of the center, the distance being determined by the length of the main rod. With a 7-foot rod and a 2-foot stroke it makes about one inch difference. This is caused by the so-called angularity of the rod, which consists of the fact that while the piston and crosshead move one foot on the guide the pin has moved back far enough to give them room, but has not moved in direct line with them, but off to one side. Perhaps it will be readily understood if we say that when the crosshead is in its center the upper pin would be in front of the quarter point, yet if the rod was taken down and then the strap put on again in the same shape and held over the center of the wheel, the two centers (that is, wheel center and strap center) would coincide.

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ing on steam says he can make any figures he pleases.

But he don't choose to make any but that will express facts which will bear honest investigation. I admit that "Dr. Wilson" is a good hand at putting down figures, but he fails to stick to the latter part of his text, and make them "express facts" which will bear honest investigation. For instance the "Dr." is not satisfied with decrying steam, but in order to make it seem still smaller, he would try to make you believe a horse could exert a pull of 600 lbs., or even 1,200 pounds if necessary. I have owned and driven horses in the past, and probably the heaviest one weighed 1,000 lbs., but my favorite roadster weighed but little over 700, and was a fair size horse. In watching them pull a load or start one, I was ever under the impression, that their pull was obtained by their "leaning up against the collar," and thus throwing a part of their weight on that point, but I never for an instant thought it possible that a horse could throw 600 lbs. of weight into the collar, because if they did a 700 lb. horse would have but 100 lbs. on the ground, which would hardly give him hold enough. And what shall we say to the "Dr.'s" statement, that on extra occasions he might get a 1,200 lb. pull out of a horse when it takes a good size one to weigh 1,000 lbs. If the whole weight of the horse were suspended from a rope, would it pull 200 lbs. more than its weight? Are these the facts and the common sense on which the "Dr." bases his theories? Let us hear what our esteemed cotemporary the *National Car and Locomotive Builder* has to say on this point. In a recent number we find the following article:

HOW THE HORSE-POWER UNIT WAS ESTABLISHED.

A valued correspondent writes us: "In a recent number of your journal you give some particulars of how Watt came to establish the weight of 33,000 pounds raised one foot per minute as the unit of a horse power. You say that Watt, in his usual careful way, ascertained what average work the horses in his district could perform, and found that the raising of 22,000 pounds one foot per minute was about the actual horse power, and that he added one-half to that, making the figures 33,000. That this was done and offered as an inducement for people to buy the engines built by his firm. I have heard that story before, but it is myth of the same character as the chestnut gravely told by Smiles that the attention of the boy James Watt was first directed to the potential power of steam by seeing the lid of his mother's kettle raised by the steam from the boiling water.

The true story of how Watt came to use 33,000 foot pounds as the horse-power unit is this: He found that a common speed made by a work horse in British cities was two and a half miles an hour, while pulling with a constant draft of 150 pounds. This you will find to be the equivalent of 33,000 foot pounds. On this basis he adopted the rate of 25 feet per minute as his piston speed, and each 150 pounds of pressure on the piston at this speed was reckoned as a horse power."

The version of the story given by our correspondent of how the horse power unit came to be adopted may be correct, but we see no reason for believing it to be more authentic than the version which we gave. We are aware that Watt found the heavy

horses used for hauling brewers' drays in London were capable of exerting a steady pull of 100 pounds while traveling at the rate of two and a half miles an hour, but that does not represent an ordinary horse power, and Watt was perfectly aware that 100 pounds was about the pull exerted by an ordinary horse. That gives 22,000 foot pounds as the horse-power unit, and we see no reason for supposing that the increase was made to secure business, for with all his inventive genius Watt never failed to avail himself of opportunities for advancing his business interests.

Will the "Dr." please note that 100 pounds is as near a constant pull as a horse can be supposed to pull, and that 150 is a safe limit, and let him cease prating about pulling 600 or 1,200 pounds of pull out of a horse?

The "Dr." has defined horse power as a constant pull of 150 pounds at $2\frac{1}{2}$ miles per hour; this would be equal to 375 mile pounds. A locomotive and train weighing 110 tons meets a resistance of 15 pounds per ton, or 3,000 pounds, while running at 25 miles per hour, or equal to 75,000 mile pounds. A locomotive can easily move at this speed with such a train, and by the simple rule of three this would prove to be horse power, for 75,000 divided by 375 gives 200.

"Dr. Wilson" quotes from "Rankine" and "Dana," all about heat units to be transmuted into horse power, to show that a locomotive could not possibly do the work which they do do, because the heat units are not to be found in the coal. I have a quotation which credits 1 pound of coal with evaporating 10 pounds of water. This is probably a high figure, but it is not near as high as the "Dr's." pull of 600, or even 1,200 pounds.

"Dr. Wilson" gives us several practical examples—something real, as he calls it. He says an engine burns 72 shovelfuls of coal in a trip of 75 miles. Now, if she burns 1,440 pounds of coal she would evaporate 14,400 pounds of water, according to the table referred to. 14,400 pounds of water equal 230 cubic feet, or 1,725 gallons. 230 cubic feet of water are 397,440 cubic inches, and this water would make 75,513 cubic inches of steam, at 130 pounds absolute pressure, allowing that 1 inch of steam will make 190 inches of steam. A flywheel 5 feet 7 inches in diameter would make about 300 revolutions to the minute, or 22,500 in 75 miles. We would thus have 75,513,600 cubic inches of steam to divide among the 22,500 revolutions, or about 3,356 cubic inches for each turn of the wheel. As each of the four ends of the cylinders requires a share of this, we have 839 cubic inches for each end of each cylinder, or enough to fill the 16-inch cylinder, which has an area of 201 square inches, for nearly four inches. This is supposing that every revolution in the 75 miles is made under steam

pressure, which is not a fact on any road. It also leaves out of the calculation the coal used before starting out, which will probably equal one-fourth of that used on the road, and these two items will beyond doubt give us steam enough for a 6-inch cut-off, and any practical railroad man will at once admit that this is amply sufficient to take a train of four coaches at 20 miles per hour over any road. Again, if we have 6 inches steam in the cylinder, at 130 pounds boiler pressure, we will have, say, about 120 pounds initial, with an average of 30 pounds during the stroke. A piston with a surface of 201 at an average pressure of 30 pounds would have 6,030 pounds pressure on its face, which, multiplied by $3\frac{1}{2}$ feet (the length of the double stroke as given by the "Dr."), equals 22,110, and this multiplied by 100 (the number of revolutions at 20 miles per hour) equals 2,211,000, and this multiplied by 2 gives us 4,422,000 foot pounds per minute, and this divided by the standard 33,000, equals 134-horse power. A train weighing 110 tons, with a 40-ton engine, making a total weight of 150 tons, running 20 miles per hour up a 25-foot grade, meets a resistance of 17 pounds per ton, or a total of 2,550 pounds; multiply this by 20 miles, equals 51,000 pound miles. The "Dr's." horses moving at $2\frac{1}{2}$ miles, with a constant pull of 150 pounds, equal 375 pound miles, and as 375 is contained in 51,000 about 136 times, it would take just about that many horses to perform the same amount of work. These figures seem to fit pretty closely, and state the work as figured out and also as accomplished. We have taken the "Dr's." own figures as a starter, and while he wishes us to ignore the water because it is so cheap, yet it is what furnishes us steam, on which we depend for power. The "Dr." has not told us anything about water at all. Will he please find out whether the run is made through without taking water, if so the size of tank and amount left over? I have a vague idea that they will have to take water once on the road, and thus help to prove my assertion that 1,725 gallons have been used up, and converted into steam, for in ordinary practice engineers do not use their tank water for any other purpose. Will the "Dr." please admit that I have been fair in taking this—his most striking instance—instead of taking the other example, where twice as much coal was used, and which would give us about 13 inches of steam in each end of each cylinder?

But it is really useless waste of ink and paper to argue on a matter which can be so easily demonstrated and proven as the force of steam, and to bring an ocular demonstration of it we will not search musty records and surmises, but find our facts in recent tests.

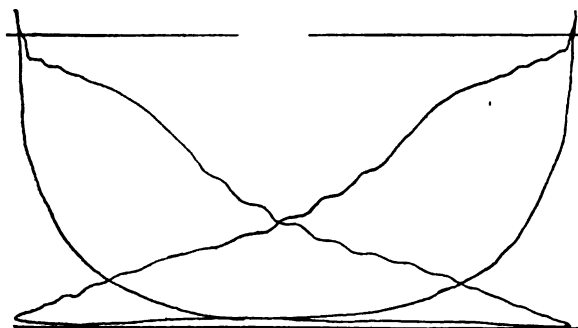
INDICATOR
DIAGRAMS.

Our valued exchange, the *Railroad Gazette*, which is published (weekly) in New York City, and is devoted entirely to railroad news in all its branches, and thus becomes a standard publication to all persons who wish to keep posted as to what is going on in the railroad world, published a set of indicator diagrams, last month, which by their courtesy we are enabled to reproduce. The diagrams were taken by Mr. F. W. Dean, on Old Colony locomotive, No. 148, within the last six months, and come to us as the result of the latest improvements in testing steam pressure, while at work in the cylinder.

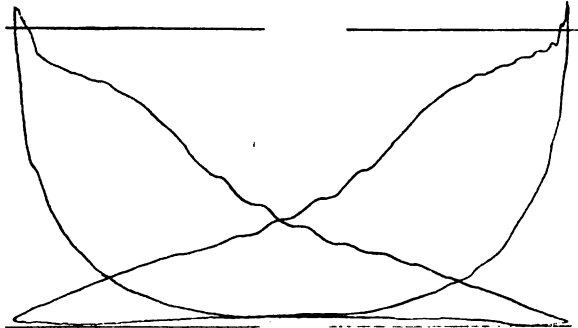
These diagrams and table are respectfully submitted, as showing the result of "weighing" the force which the steam exerts in accomplishing its work. A careful study of these figures will do much toward clearing away the fogs which cluster about the action of steam in the cylinders. As stated in the foot note, the upper line represents boiler pressure, and the lower one is atmospheric pressure, or just equal. Now, let us take No. 1 diagram, and imagine that we are standing on the left side of a locomotive, and that the left of the figure represents the front of the cylinder, and the other the back.

The line running across from the upper left to the lower right hand corner shows that just before leaving the front end of the cylinder the pressure rises above boiler pressure, as the point is higher than the upper line, and that from this point the pressure line runs down and comes to a fine point; and then in following the line back to the starting point, we find it runs back nearly straight three-quarters of the distance, and then rises till it reaches the highest point from which we started.

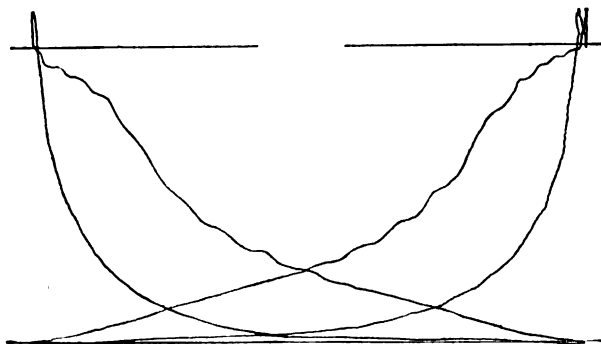
Having traced these lines and found how they vary from the boiler and atmospheric pressure, we can determine with accuracy what power is shown, and in the case of these lines in No. 1, we find we have an average pressure of $50\frac{1}{2}$ in front of piston, and $51\frac{1}{2}$ on the return stroke. Having determined this point, we turn to another column, and find that the drivers were making 168 revolutions per minute, and having the size of the cylinder, we can calculate the horse power as given, 530. You will also note that while No. 1, 2, 6 and 7 were taken when engine was working in $7\frac{1}{2}$ -inch cut-off, No. 3 and 5 were taken while in $4\frac{1}{2}$ -inch cut-off, and the difference in the shape of the figures. Also the difference which a change of speed produces, even when the same cut-off is used as is shown, by comparing No. 1 and 2 with 6 and 7. While 6 and 7 show only from 40.2 to 46.5 effective pressure.



No. 1.



No. 2.



No. 3.

while the former show 50.5 to 53.5, yet the increased speed adds greatly to the horse power, as shown on the same locomotive, as

all these diagrams were taken from the one locomotive under different speeds and cut-offs. When the "Dr." has successfully re-

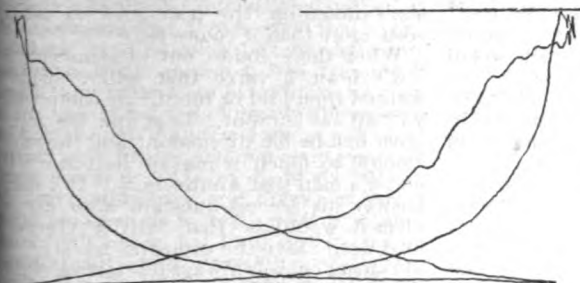
refuted these silent yet eloquent witnesses against him, we will have more to say in regard to our position, but trust that even he will be convinced that he was wrong, and give up the point.

That even "Drs." can be mistaken sometimes is proven by the following article which is floating about the press:

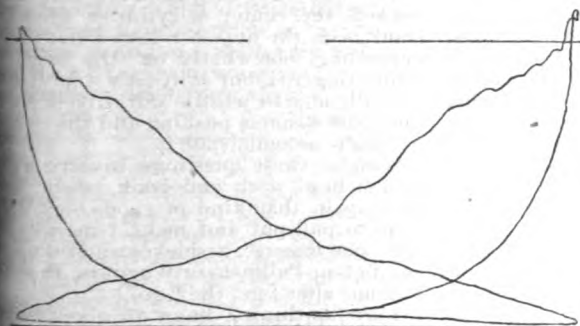
OLD IDEAS CONCERNING STEAM RAILROADS. "In the archives of the Nurnberg railway at Furth,

which was the first line constructed in Germany, a protest against railways has been found, drawn up by the Royal College of Bavarian Doctors. In it occurs the following passage: Travel in carriages drawn by a locomotive ought to be forbidden in the interest of public health. The rapid movement cannot fail to produce among the passengers the mental affection known as *delirium furiosum*. Even if travelers are willing to incur this risk, the Government should at least protect the public. A single glance at a locomotive passing rapidly is sufficient to cause the same cerebral derangement, consequently it is absolutely necessary to build a fence ten feet in height on each side of the railway."

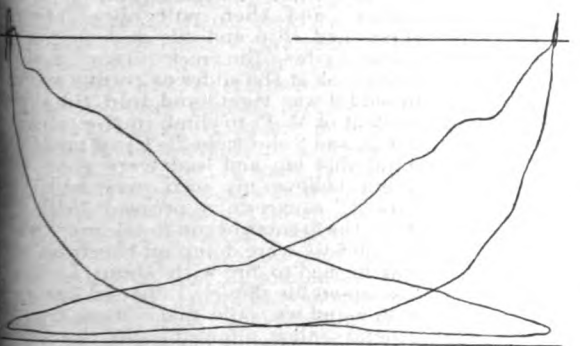
Now here we have the wise conclusions of a conclave of Doctors, asserting the fact that persons riding or even looking at a train or locomotive would be affected with the *delirium furiosum*, which must be something terrible, if we may judge of the disease by the name, and yet men have seen locomotives, and



No. 5.



No. 6.



No. 7.

Number of Card.	Revolutions per minute.	Cut-off, Inches.	Steam Pressure, Pounds per sq. in.	Opening of throttle.	Mean Effective Pressure, Front.	Mean Effective Pressure, Back.	Horse Power of Locomotive.
	168	71½	151	Full	50.5	51.5	530
	176	71¾	155	Full	52.2	53.5	564
	196	41¾	155	Full	35.2	35.7	422
	208	41¾	143	Full	22.7	24.5	296
	220	71¾	150	Full	46.5	46.5	626
	308	71¾	157	Full	40.2	45.0	785

NOTE.—The spring of the indicator in each case was 100 pounds to the inch. The horizontal line above the cards is the boiler pressure line.

rode on them, and still survive and live on. Somebody must have been mistaken, and while the "Drs." thought they had a fact, it proved to be the fancy of an excited imagination. Hope that our "Dr. Wilson" has not caught the *delirium furiosum* by the too intense study of horse versus steam power.

SQUARING
THE
CIRCLE.

"Eccentric" seems to be laboring under a mistake, in regard to my explanation of how to account for the difference, between a square piece of paper, cloth, or other material which is two inches on each side and a piece in the shape of a circle two inches in diameter. I laid out a circle on the square piece, and showed that the square piece was larger than the round piece, and tried to explain how the area of the corners could be found, so as to figure it out how much larger the square piece was. I did not say the corners could be placed into the circle, because when we take a square piece, and cut it into a circle having the same diameter as the length of the square's side, we have a complete circle, and those corners over. As the circle is completely filled there is of course no room for the pieces in it.

Vulcan.

MR EDITOR: The April *Magazine* chock full of good stuff is at hand, and as I aint over and above busy, I'll chin in on the boys a half hour. I've read your leading editorial and I can say amen. You have told the truth in the plainest of chin music and if only our boys would stand shoulder to shoulder for right and the truth, cease to be the cat's paw of the second most loathsome thing on earth, a local politician, bury Democrats, Republicans, mugwumps so deep that the angel Gabriel couldn't find them when he blows his horn, these men could elect representative laboring men to the Senate in place of some gutter snipe politician, and have men who would be honest "for the boys"; they could make any officers of state or the United States if they would. But they don't think so—too many of them—so we must let them suffer poverty of pocket as well as of mind. You see I can't put it as you do, but I'm with you.

I've read L. L. C's letter and I'm with him in some of his "giving it up." I wish I could tell him what "lead" was. If means, as he probably knows, that the steam valve is opened "in the lead" "or advance" of the piston arriving at the end of its stroke, or that steam is put into the cylinder "leading the piston," or that the valve opens before the piston comes to the dead centre position, and when he asks what advantage it is to an engine, he opens the door wider than any barn. In a locomotive, it is necessary to have clearance,

and when one of our pet snorters is running up among the 50's lead is necessary the steam can 'get there' to keep her "huzlin," and if there is compression enough she's linked up, the lead is of no use but costs more than it comes to.

When there comes out of some cute fellow's brain a valve that will do what wanted then lead or inordinate compression will all be left out. Lead and lap form a great handle for discussion, and they do amount to much when an indicator is put on by a man that knows how. If I should answer his second question after my own ideas it would be that "entire absence of lead would save the company money." I old steam chewer always has her valve "jammed openin'" when the crank is on the "forward dead center" and the piston is getting along towards the center of cylinder when the crank is on the upper or lower live center depending somewhat on the length of the connecting rod, but why it's that I ain't specially able to whittle out, unless it's because the steam is pushing and the crank is willing to accommodate it.

Some of these questions involve a great deal of head work and book larnin, but ain't up in that kind of goods, but if I want to pull out and make time with mail, one baggage, a smoker and set up two to four Pullmans or Wagners, then I to home after I get the "go."

I used to think I knew all about lap and lead but when I saw a man get on the piston and hook on his jim cracks, and take "steam picters" and then pull open her valves and chests and chip and file and then set the valves by his "jim crack picter" again I never look at the slides or cranks and when he said it was right—and told the superintendent of M. P. to climb in the cab and her go and "she went"—I just made up my mind that lap and lead were gone—and didn't believe my own ears when "barked" squarer'n a pressed brick. When the fireman begun to ask me "what thunder we were doing on the front end" and he had to fire with about four inches less lap on his shovel, I opened her up and soon found we could make more time than general orders allowed—and the superintendent of M. P. was puttin' down big and countin' mile posts until I begun to think "your old uncle was out'n a job" then when we were on the home run, the jim crack man sat down on the right hand side to see how she barked, and watched the water and steam, and said nothing except, "lay her up" I got dizzy, and no don't know nothin', but I can run on a coal than ever, and though I don't know much about steam picters, I'm always glad to see my friend of the "jim crack" for end business, and I'm glad to "hand him" but I can't figger out lap and lead, and

fireman swears that he can run on four quarts of ashes and two pans of coal.

I'm old enough to know something, and I have learned that running an engine with lap and lead played out several years ago on some roads, and I've learned that every man who lugs 'round a box of indicators can't handle an engine to the engineer's benefit, any more than every man can play doctor—and what I do know w'd make a small book with but few leaves in it and what I don't know, and am pretty sure of (that I don't) w'd want about six full unabridged dictionaries, and I aint certain six would be enough to hold what I'm sure that I don't know, but I am certain that an old hand can learn something most every day if he don't get the "know it all" so his neck is stiff, and I'm in for learning something once a day, and I sometimes think I'm an "old fool" certain anyhow that I can't be a young one again very well, and there's a lot I want to know yet.

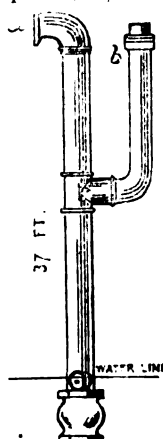
Bed time, so more next time.

Uncle Silas.

SAGINAW, MICH., March 15, 1890.

MR. EDITOR:—After a long silence I once more make my bow to the readers of the Mechanical Department. The February number is not so well represented as I would like to see it, but this can probably be explained by the fact that the boys are all rushed pretty hard, and can find time for nothing but work. The old reliable "Vulcan" is on deck as usual. I think readers of the Mechanical Department owe him a debt of gratitude for his disinterested efforts in their behalf. All the same I am going to find fault with him for his answer to A. T. Conkling on boiler pressure; he says "we mean to say that every square inch in contact with the steam is subject to a pressure of sixty pounds." Now, I want to know if parts of the boiler *not* in contact with the steam are not also subject to a pressure of sixty pounds per square inch and if not, by what rule he can prove they are not. I always supposed that in computing strain on a boiler, every square inch should enter into the computation. I do not think there will be any serious disturbance in the mechanical world over Dr. Wilson's theories on horse-power. The prevailing method of computing H. P. may, as he says, be all wrong, but that does not alter the fact that a majority of the engines that have always been built on the present basis of computation generally do what their builders say they will do, and that is all that is required of them. After all, the term H. P. is merely a technical one. The real question to be determined in selecting an engine for any class of work is not how many H. P. it will develop, but will it develop power sufficient to do the work required of it. As long as

present methods of calculation answer those requirements with the accuracy they have always done, it makes no difference whether they are right or wrong. I would say to Dr. Wilson that he need have no fear of "any of the boys getting discouraged" over his apparent demolition of the prevalent H. P. theory. The main question that agitates the boys is not how many horse-power she is going to develop, but, "will the 'old girl' keep her tail up till we get 'em over the hill." "Bolivar" wants to know when the spring broke, coming up or going down. This question is rather vague, but I will assume that I know what he means and say that it must have broken in the direction of the strain, as the strain on a spring, in common with everything else that sustains weight, must be in the direction of gravitation. It broke coming down; it would be a mechanical impossibility for it to break when relieved of a portion of the strain upon it, or, as he says, "coming up."



In looking over a file of the *American Machinist* some time ago I came across a device that interested me, and as I think it will be of interest to readers of the Mechanical Department, I will (with your permission) reproduce it. It is well known that water cannot be drafted a greater height than 34 feet, but by means of this device it is claimed water was drafted a height of 37 feet. The suction pipe is connected to pump at "a"; about 25 feet from water line is a "T" with nipple and elbow. A pipe of the same diameter of suction pipe extends to the same height and terminates in a cap; on lower end of suction pipe is a cluck valve. Fill both pipes with water and screw cap on standpipe, "b," air tight; the action of the pump will suck the water out of standpipe and create a vacuum which will sustain the column of water in the suction pipe and enable the pump to draft the water the 37 feet.

Vacuum.

MONTEVIDEO, MINN., March 15, 1890.

MR. EDITOR:—Instantaneous photography may solve the moving wheel problem to some people, but can anyone tell me why the spokes are shown on the bottom of the little wheel which must move several times faster than the large one?

Elder.

The once famous Polish insurgent Ofoisko is dead; aged 60.

EVANSTON, WYO., March 17, 1890.

MR. EDITOR:—I, for the first time, on March 15th, had the pleasure of perusing the *Locomotive Firemen's Magazine*, and although it was an old number of January, 1890, I was greatly interested in its general news and comments, and more particularly so in its mechanical communications. I took notice of one by William E. Lockwood, wherein he quotes a communication to the French Academy of Sciences, by Mr. Rabeuf, in making reply to W. L. Hudson, of Ohio, when he (Hudson) asks the question, "Why does a locomotive slip on a down grade without the use of steam?"

Mr. Rabeuf says, as quoted by Mr. Lockwood: "In this test we had a velocity of the coupled wheels of three hundred and three turns per minute, while the actual rotation was three hundred and sixty turns in the same period. They slid, therefore, on the track, and hence the velocity of translation should have been over seventy-five miles per hour, when, in fact, it was only sixty-two," &c.

Mr. Lockwood then goes on to show from his theory that it was due to what he terms a "centrifugal lift and tangential throw" in lifting the wheels off the rails and allowing that slip.

Now, Mr. Editor, with all due regard to Mr. Lockwood's ingenious explanation, might not this slip down grade without steam be caused by other means; *e. g.*—by atmospheric back pressure in the cylinder reduction ports? Mr. Rabeuf does not give particulars of the grade he used as a test, but I think from the figures he does give that the wheels were 5 ft. 10 in. diameter, therefore 18.3 ft. circuit.

The length of incline was . . . 6,593.59 ft.
And actual distance traveled

by wheel circum. = 5,549.00 ft.

Leaving slip of wheel = 1,043.99 ft.
which equals .16 ft., or nearly 2 in. per ft. of incline; or 2.928 ft., which is nearly 2 11/16" per revolution of wheel.

As the engine, Mr. Rabeuf says, should have a speed of 75 miles per hour, or 110 ft. per second, this can only be gained, without steam on the engine, by the incline having a rise of about 1 ft. in 35 ft., or a fall altogether of about 188 ft. But the engine actually gained a speed of 62 miles per hour.

Now, let us assume the engine's weight at 40 tons, and 8 lb per ton for friction.

Then the work accumulated in the engine in falling 188 ft., taking friction into account, would equal $(40 \times 2000 \times 188) - (40 \times 8 \times 6593.6)$

$\frac{V \times 40 \times 2000}{64 \times 5} = (40 \times 2000 \times 188) - (40 \times 8 \times 6593.6)$

Hence velocity = 102 ft. per second nearly, or nearly 70 miles per hour.

Now, 62 miles per hour is what the engine actually does; 8 miles per hour represents the slip.

Now, 8 miles per hour represents 11.73 per second; or the speed of that portion of work in the engine that is destroyed by slip.

The accumulated work expended is 11.73 ft. per second or 11.73 ft. per second $\times 11.73 \times 40 \times 2000 = 171102.5$ lbs.

Now let us assume the area of piston be 255 sq. in. or an 18 in. cylinder and 1 stroke engine; and let P represent the back pressure of air in the cylinder and reduced parts, then: $255 \times P \times 303$ actual rev. $\times 2 = P \times 309060$ lbs equal pressure on piston causing slip. Now, pressure causing equal work expended in slip.

$P \times 309060 \text{ lbs} = 171102.5 \text{ lbs.}$ Hence $P = \text{lb per sq. in. atmospheric back pressure for both pistons } P = .277 \text{ lb per sq. in. pressure.}$

Now, sir, I think this is only what may be looked for from an engine moving at high speed without steam, and would undoubtedly be sufficient to cause slip of the wheels to the extent alluded to and not only so, but to cause that all take place just when the pistons have greatest command over the crank, which, I think, will coincide with the spots next the crank-pin.

But as I have taken up so much of space—if you should consider these marks worthy of insertion—I had to leave any further remarks for a future or for others. Yours faithfully,

Ernest

Expired Railway Patents.

The following list of railway patents furnished by F. B. Brock, Patent Attorney, Washington, D. C., expired during month of March, 1890, and are now free to be used by anyone, viz:

Car Spring, G. F. Godley.
Car Coupling, A. Pursell.
Changeable Gauge Truck, J. McCauley.
Sanding Device for Locomotives, M. V. Noble.
Railroad Gate, C. S. Currie.
Rail Joint, T. V. Allis.
Railroad Safety Guard, C. Latimer.
Switch, H. S. Deway.
Rail Joint, Anthony & Seabert.
Automatic Signal for Crossings, R. Walker.
Car Brake, J. N. Brush.
Convertible Freight Car, T. Fogg.
Car heater and Ventilator, C. F. Wharf.
Car replacer, J. T. Baxter.

Persons desiring copies of patents, drawings and specifications, can obtain them for fifteen cents by applying to Mr. F. B. Brock, whose address is as given above.

The Baltimore & Ohio has received new sleeping cars from the Pullman Car Company for service between Baltimore and Pittsburgh. The cars have several improvements.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

THE ANNUAL UPHEAVAL.

When this issue of the *Magazine* reaches our readers, the house-cleaning season will be at hand—a period of mingled delight and vexation to the housekeeper. It is a pleasure to think that the winter's accumulation of dirt and debris is about to be removed; it is an annoyance to observe the many necessities that the bright spring days reveal in the way of wall paper and carpets and curtains and furniture. While we are shut in during the cold weather, the cheerful fire, the cozy warmth and comfort make up for many deficiencies in our surroundings. But when the windows are thrown wide open and the springsunshine comes streaming into the rooms, every defect stands out in bold relief. When we contrast the spot where the stove stood with the rest of the carpet, we are amazed at its faded appearance. When the pictures come down from the walls for their semi-annual cleaning we are astonished at the soiled condition of the paper. The furniture shows the constant use of the winter months. Everywhere is the call for renovating and replenishing.

We feel certain that no expenditure of time and labor will ever make the house presentable, but with this conviction firmly in mind we do the only thing possible under the circumstances, and that is, go to work. And in a few days, or a few weeks, according to the size of the house, a transformation has taken place. The exceeding cheapness of the wall papers has placed them within the reach of all, and the new methods of cleaning have made old paper almost as good as new. Some thought must be given to the selection, warm colors for north rooms, which get no sun, and subdued shades for those on the south side of the house. Neutral tints, with no designs, or those which are blended and indistinct, are most effective in showing off pictures and the various kinds of fancy work with which we decorate our walls. There are some persons, however, who prefer a paper with some design upon it; they consider that it gives a finish to a room and does not require so much adornment. In such cases

avoid set or conventional figures, as they soon grow tiresome and are not in good taste. Select rather graceful vines or mingled leaves and flowers in soft and unobtrusive shades. The pretty moldings, which are such a finish to a room, are inexpensive, and the law allows you to remove them when you go into another house. A vigorous beating and a thorough washing with ammonia and water will renovate a carpet to an astonishing degree, and the cheap and pretty rugs which can be made or bought, may be put where they will do the most good, over worn and faded places. Material of all kinds and prices may be bought for upholstering, and a housewife of skill and cunning can accomplish wonders in covering furniture. Stuff for curtains may be had from ten cents a yard up to any price you choose to pay. For a dollar you can furnish a window with fresh, tasteful, washable draperies that, tied back with a ribbon or falling straight, give a charming finish to a room. The dainty sash curtains of dotted swiss or China silk, strung on a bamboo or brass rod, embellish the home and are within reach of all. Avoid too many fancy articles. The fascination of this work tempts women to use too much of it, and many parlors look like a bazar filled with bric-a-brac for sale. A few things made with taste and skill are much more effective. But more to be desired than any accessories of furnishing is that atmosphere of coolness and freshness and perfect cleanliness which mark alike the good housewife and the refined lady.

One word of warning may be necessary, especially to young housekeepers: Do not commence too early. You are apt to be deceived by the first warm days and, inspired by the desire to have it over with, and with the ambition to get ahead of your neighbors, you buckle on the armor and rush prematurely into the fray. In a short time the sun goes under a cloud and a blizzard comes around the corner and the stoves are all down and the grates closed. The family is wretchedly uncomfortable, and some member is reasonably certain of a spell of sickness. The garret and cellar, the closets and the guest chamber, the parlor even, may be sacrificed to the early and deceptive balminess of the spring days; but do not touch the living rooms until the sun is well on his way to the north, and dampness and chilling winds are unmistakably past. There are many things necessary to a happy and pleasant home, but none are of such vital importance as comfort and healthfulness.

We call especial attention to the letter of Mrs. L. H. in this issue. It contains a suggestion to girls which will be further discussed in some future number of the *Magazine*.

THE woman suffragists are soon to have a hearing before the judiciary committee of the Massachusetts legislature. They will present their arguments in favor of giving to mothers equal rights with the father to the care and custody of their children. One would not suppose there would be any necessity for a great deal of argument upon this question, but it is something which Massachusetts women have never been able to obtain, and the law does not give to the women of more than three or four of the States in the Union.

AMBITION.

Editor Woman's Department:

Be ambitious. By that I do not mean that one shall sit for hours lamenting because he has no money, friends or talent, for that does signify that he is of no account in the world. But to be ambitious is to prize the highest point of mental cultivation.

To lay out some plan in life, and then work both mentally and physically until we succeed in executing it, should, under all circumstances, be our first law with regard to ambition. And our first day's labor should be of that kind by which we gain decision of character.

Let us then always imagine ourselves to be a great, expansive ocean in its depth, its power, and its purity of actions; and not a feeble little streamlet that loses its direction at every petty hindrance, and stops and turns back, and scarchingly creeps around in hope of finding some larger channel through which it may wind its sickly course. But let us not carry the opposite to an extreme; that is, to imagine ourselves a headlong torrent that carries havoc and destruction in its wild career.

How many men and women in the school of life remind us of that meagre little stream. They come to their classes not the least prepared with their lessons—figuratively speaking—and sit, as we may express it, "like a mummy in a museum," waiting for some other member of the class to do their part of the labor. And then, again, we meet other persons who remind us somewhat of the torrent. They are impressed with the idea that they know just a little bit more than their neighbor, and are always seeking some advantage, in a very unkind way, to remind their neighbor of—as they would probably express it—"their ignorance in not knowing such and such a thing." We should never do that. If they wish our assistance, we should give it to them in a kind, cheerful way, and not in a reproachful one; for if they are not ambitious they will not seek knowledge.

I have always felt that there is a road to wealth, honor and usefulness open to us all, and all who have ambition enough may enter upon it, with almost certain prospects of success. But in all our career in life let us remember this one great motto: "Courage is the spice of life."

Kittie Wadden.

P. S.—Observing the article in the *Magazine*, openly denying, as I may express it, the fact of my having written the article entitled, "Kissing Mother," and having been called on to speak in self-defense, I essay to do so.

If that person, whoever he or she may be, is superior to me in years, I must beg to be permitted to tell them that they are sadly mistaken, but if inferior, I will inform them very openly and paternally, that they are entirely wrong.

Strange, indeed, that I, speaking from self-experience, and Rob't Burdette, with whom I would not venture to compete, should labor under the same impressions and express ourselves with such a similarity. No doubt many people in this expansive universe have written on that same subject, for many and happy are the sentiments we can express those two words in, but I am confident such a great personage as Rob't Burdette would never have

expressed his feelings in such unintelligible words as I did. I deem it wholly unnecessary to have this published. If you will but send to me the name and address of the person for I think it is very indecorous to write such pieces as that anonymously for I may impress on that person's mind that there is such a thing as being mistaken.

I am respectfully,

K. Wadden.

KEOKUK, IOWA, March 15, 1890.

WAGONER, INDIAN TERRITORY, March 18, 1890.

Editor Woman's Department:

In looking through the *Magazine*, which I peruse with much interest, I see letters from almost all the states in the Union, so why should I not think that one from the "beautiful Indian territory" would be kindly received. As this is my first appearance before the public, I beg you will deal with me gently, and if it be not asking too much let this appear in your next number. I have only been living in the "Wild West" for two years, yet so dear to my heart has it grown that nothing could induce me leave it and return to the "red hills" of old Georgia, the state where I was born. I am a Cherokee by birth and I must be one at heart also, for I love every foot of the beautiful, broad prairies. The readers of this letter (if it is fortunate enough to have any) will no doubt wonder how the *Magazine* found its way to so remote a corner of the globe. I am not a railroad man, but it is not my fault; if I had not been so unfortunate as to be born a girl, no doubt I would at this very minute be shoveling in the "black diamonds" at every seventh telegraph post on some of these beautiful western roads—the M. K. & T., for instance. No, I am not a railroad, but I have brothers who are, and for that reason I have a very tender spot in my heart for all firemen and engineers. My home stands on a high hill four miles east of the M. K. & T., and one of my greatest pastimes is to sit in the front door and watch the trains, which remind one of huge serpents as they wind in and out among the little hills. As I said before the road is four miles away, and yet, on a bright, clear morning, every box can be counted, but I don't often undertake this task, for it is really distressing, the long trains they pull out here, but no one suffers, I suppose, but the poor fireman, and his work is hard at all times, especially when he has a cranky engineer, which I believe is often the case, but ought not to be. They should ever remember the danger they are constantly in and how much one is dependent on the other, and never let a cross word pass between them, but be, at least while on the engine, as brothers. May God ever bless them and keep them out of danger. Is the wish of

Neosho.

[We welcome our new contributor and hope she will come again and tell us something of life in the Indian territory. —Ed.]

For Woman's Department:

IMMORTALITY.

It was pale moonlight, in a distant land,

As the notes of the nightingale mingled afar

With the minstrel chant of some heavenly band.

When, upon the lake, like the symbol of war,
Came the spirit of death from the House of God.

The vision neared the crystal margin,

And cast a glance to the star-lit sky.

As if to ask aid from the angelic region,

Before it announced that man must die;

For the judgment day and the King is nigh.

The stars sunk away, as the dark clouds o'erspread,
And the earth rose like surges lashed back by the shore.

As the lonely tombs released the spirit dead,

And forth they thronged like an army corps.

Either to merit Heaven or darkness for ever more.

Kitty G. Mangan.

SIoux CITY, IOWA.

For Woman's Department :

WHERE SHALL I BE TO-MORROW ?

Time, in its ever ceaseless flight.

Hath brought to me deep sorrow—

To-day I walk the crowded street—

To-day kind friends I gladly greet—

Where shall I be to-morrow ?

To-day I yield to pleasure's call,

To shield a hidden sorrow,

But ere the morning's dawning light,

My soul may take its upward flight—

Where shall I be to-morrow ?

Softly I tread each measured step,

That bears me on to sorrow,

I ask the question, but in vain,

No answer to the sad refrain,

Where shall I be to-morrow ?

To-day the form so full of life,

To-morrow may be sleeping,

Calm, pale and still in slumberous rest,

With folded hands o'er pulseless breast—

While friends sad watch are keeping.

Mrs. Nettie Bloom.

WEST OAKLAND, CAL.

WASHINGTON, IND., March 20, 1890.

Editor Woman's Department :

Among the many Christmas gifts which I received this year was one I highly value. A book entitled "Holidays in the Country," the author being the well-known and popular writer, "Irene." The book deserves a ready sale, being very interesting, especially to the little folks. "Irene" has long since been acknowledged as a writer of great ability, and for her every success with her little book. I have returned from a very pleasant visit to my much-loved friends, State's Attorney and Mrs. Mundy, Illinois, accompanied by my daughter, Mrs. Albert, and my little son. We were given a reception at Mr. Mundy's elegant home which we can never forget. Mr. Mundy is a general favorite among the good boys, and he and Bro. Almy, of the B. R. T., inspired to give us a surprise. Bro. Baldwin, of B. & L. E., and several members of the B. L. F., were also in the conspiracy, and the result was that great many of the above members and their wives, accompanied by the string band and Professor Marchant, the renowned pianist, made their appearance one evening and we enjoyed one of the pleasantest evenings we ever remembered. We are also indebted to Engineer Baldwin, Mrs. Baldwin and her excellent mother, for the kind manner in which they entertained us at their cozy home. Their little daughter, a beautiful child about one year and nine months old, being quite as sociable as his parents, had the pleasure of meeting Engineer Davis and Fireman, true types of jolly railroad boys. Space forbids us naming all our kind friends, but our visit will long be remembered. A good joke is told on Jerry Albert, a young fireman on the O. & M. road. He, although my son-in-law, I must say is a pretty good fellow. There is a newly married couple who have apartments adjoining the Alberts' rooms and the door between the bedrooms is left unlocked during day time so the ladies can enjoy a social gossip. One night lately the door was left unlocked all night, and about midnight Mrs. Albert roused her sleeping hubby and asked him to replenish the fire. He, with visions of the caller before him, and not only half awake, jumped out of bed, boldly opening what he supposed was the door leading to the kitchen, but which was in reality the door between the bedrooms. By the time he had arrived in the middle of the room he was fully awake, and rushed out frantically, forgetting to even close the door. Mrs. Albert declares he sat fully three quarters of an hour on the bedside, wondering what Wiltz thought of him, and nothing could bribe him back to shut that door. He declares that a stove shall freeze the fire out before he will get up in the small hours to replenish it again. The next morning the meantime went quite out, as Albert could not risk opening another door, and if anyone came to get him riled, just ask him which door he opened.

Mrs. Henry B. Jones.

Editor Woman's Department :

I would like to have caught the expression of Mrs. Harper's eyes when she asked us to give our views as to the best way of managing a husband. I imagine they sparkled with mischief in anticipation of the many and varied replies she would receive. And yet I am in doubt about it. She might have been very much in earnest and I the one who has failed in my duty. I have been married nearly sixteen years, yet the idea of having to *manage* my husband never entered my mind. Perhaps this is due to the fact that he managed himself so well when a young man that when he married he had no bad habits to prevent his becoming a good husband and father. I am certain this is the case, as no one who knows me would ever accuse me of being so easy and good-natured as to be imposed upon without knowing it. I think if girls would do more managing *before* marriage there would be less need of it after. It is every girl's privilege and duty to learn all she can of a young man's disposition and character when she finds herself becoming interested in him, and if his habits and associates prove to be such that she can't feel perfect confidence in and respect for him, she should dismiss him from her presence and mind. If she is not needed at home to comfort and care for the old or young people in the family, let her earn her own living as her taste and ability dictate. Let her show the *trifling* men who think all that is necessary to secure a good wife is to ask for her, that she is independent of them and can maintain herself in such a way as to gain the respect of all good people. She need have no fear that she will not know when the *right* one comes a wooing, and if he never comes, how much better single blessedness than double misery.

I am sure the girls are greatly to blame for the number of shiftless husbands in the world. If they did not show such a readiness to marry the first man who asked them, regardless of what his morals were, they would be forced to see that there must be a reformation before they could ask a pure innocent girl to share their life. Happy day when all young women will feel that it is much more honorable to be self-supporting than to be a mere useless ornament, or a burden on father, or take any kind of a man for a husband in order to be supported. Many silly, novel-reading girls marry inferior men thinking they are really in love, when, if they would examine into their characters, they would know that love is impossible where *respect* is wanting. It is nothing but passion they feel, which dies as speedily as it was born and leaves their lives a wreck.

Oh, I wish I could gather all the girls in my arms and hold them there until I had convinced them of all I feel on this subject, then let them go their several ways, leaving me confident that they would live up to their convictions. Then we might look hopefully for a reformation in the young men. I have seemed to stray far from my subject, but I have not. In my humble opinion, as I said before, the managing should be done before marriage.

As I write I look lovingly around my cozy cottage and wonder if any woman would accuse me of mismanagement because I haven't a piece of upholstered furniture, a Brussels carpet or even a parlor. I could tell her to take her sympathy where it is wanted. I defy the world to produce a happier woman than I have been all my married life. If the husband and father is spared to us the time will come when we will have a fine house and elegant furniture, and I will enjoy them very much; a great deal more than if I had *managed* to get them before we were able to pay for them. This sounds very egotistical, for which please pardon me. My own management is all I know anything about. I know there are thousands of women who have to resort to all sorts of ways to manage their husbands and I pity them from my heart. If their broken hearts and lives could serve as a warning to single women their sufferings would not be entirely in vain.

Mrs. L. H.

CLINTON, ILL.

P. S.—The article entitled, "Kissing Mother," struck me at once as being familiar and I am positive I read it several years since, but in what or by whom written, I would not pretend to say.

Mrs. L. H.

SAFELY HOME.

I am home in Heaven, dear ones,
Oh, so happy and so bright.
There is perfect joy and beauty
In this everlasting life.

All the pain and grief are over.
All the short, dark struggle past;
I am now at peace forever.
Safely home in heaven at last!

Do you shudder as you picture
All the horrors of that hour?
Ah! but Jesus was beside me
To sustain me by His power.

And He came Himself to meet me,
In that way so hard to tread,
And with Jesus' arm to cling to,
Could I have one doubt or dread?

Then you must not grieve so sorely,
For I love you dearly still;
Try to look beyond earth's shadows,
Pray to trust your Father's will.

There is work still waiting for you,
So you must not idly stand;
Do it now, while life remaineth,
You shall rest in Jesus' hand.

When that work is all completed,
He will gently call you home;
Oh! the rapture of that meeting,
Oh, the joy to see you come."

E. M. B., a Fireman's Sister.

HINTON, WEST VIRGINIA, March 14, 1890.

Editor Woman's Department:

I am a dear lover of the *Magazine*; I read it every month and find so many interesting letters from different parts and Lodges that I often wonder why some of the members of No. 236 do not write something. They are all bright, intelligent young men and are worth speaking for if they can't speak for themselves. I am very much in love with Shandy Maguire; if he was single—well, I won't say any more for fear Mrs. Shandy might object. I like the poems of Mrs. Bloom very much, and like Nellie J. Gregg's, shall watch with interest the opinions of our friends on the new subject before the Department; of course, I could not have any voice in the matter, as I have had no experience. Now, I do hope some of our boys will have grit enough to write something and tell where our dear, little, mountain town is, and how No. 236 is progressing. Wishing the *Magazine* and the B. of L. F. all the success imaginable, I am, Most respectfully,
Eva Carol.

[Why did you not write something about the "dear, little mountain town" yourself? It is not necessary to call on the boys to do it.—Ed.]

KEOKUK, IOWA, March 9, 1890.

Editor Woman's Department:

In answer to *Firemen's Magazine* "friend" about a piece which was supposed to have been copied. I do not contradict anyone about the article, which is entitled "Kissing mother." The article was written by Miss Kittie Wadden, a little school girl, and I do say and can prove it, that Miss Kittie did not copy it, for she has never read a Burlington paper in the short course of her life, and she would not stoop to such baseness. It was a composition at school. I can send you several of her compositions which will surpass that one. She is truth, honesty, beauty and nobility itself. To know her is to love her and trust her. She is a very bright, active and ambitious scholar. I do hope this will set Miss Kittie right in the eyes of the *Magazine* readers. As I said before, she composed it herself. I can vouch for that. Let some one get the Burlington paper and compare notes.

In Defense of a Little School Girl.

BRainerd, MINN., March 1, 1890.

Editor Woman's Department:

Having been a reader of the *Firemen's Magazine* for the last two years, and having seen no letter from Brainerd, I concluded to lift the veil and expose our Pine City Lodge, No. 81, B. of L. F. I am not very well acquainted with many of the boys but what I do have the pleasure of knowing are perfect gentlemen. The Lodge has one hundred and ten members, all in good standing, my husband being one of the number. W. J. Bain, as Master, is smart, intelligent, and self-made man, who is not a railroad man now, but was a fireman on the Northern Pacific R. R. a few years ago, and who is now a professional druggist in this town. The eighth annual ball of Pine City Lodge is to be held some time in the near future, but I cannot tell the exact date. I attended their last ball, a year ago, and enjoyed myself very much. In regard to fancy work, I can do any kind. I also do some nice painting. I very much admire the poems of Mrs. Nellie Bloom, Mr. H. B. Jones, and Mr. Shandy Maguire. With best wishes to the Brotherhood.

An Engineer's Wife, Lillian.

OBITUARY.

In affectionate memory of Bro. A. E. Finch, of No. 80, B. R. T., who died December 11th, at San Antonio, Texas, from injuries received November 21st, 1889.

Bro. Finch had just been promoted to conduct the morning he received the fatal injuries, but was given a higher and well merited promotion before the year was out. He was a man of sterling qualities, and a faithful friend of the author's for many years, not only of fine personal appearance, but possessed of those principles which stamp the possessor as a noble man.

Gone to the glorious realms above,
Gone to a land of peace and love;
Gone in manhood's brightest day,
Gone from loving friends away.

Yes, gone, but not forgotten here!
Mourned by friends who held him dear.
Keenly as a dagger's blow
They feel the stroke which laid him low.

Few more honorable than he,
Or better brother, or son could be;
Faithful friend of many years,
For thee fast flow the unchecked tears.

None could know thee but to love,
And full worthy didst thou prove;
Ever lenient to another,
Every man was owned thy brother.

Proud we were to call thee friend,
And deeply grieve thy untimely end;
May we grasp thy hand again
In a home secure from pain;

Hear again thy cherished voice,
With thee at the throne rejoice;
There no pain of parting know
That has grieved us so below.

Farewell, dear friend, and from thy throne
On thy mourning friends look down;
Guide them by thy beckoning hand,
Till they, too, reach that better land.

To the parents bowed by grief,
Heavenly Father, send relief;
Teach the sister how to kneel
In prayer to Thee, her heart to heal.

Grant, that thro' eternity,
They God's glory too may see;
Safely on the other shore,
May we meet to part no more.

Mrs. H. B. Jones

WASHINGTON, DAVIESS COUNTY, IND.

COUNCIL BLUFFS, IOWA, March 20, 1890.

Editor Woman's Department:

In the last copy of the *Magazine* I read a communication from one of the ladies in which she gave some very nice designs for fancy work, and asked for suggestions from some one as to making frames for cabinet pictures. I have here a frame which I think very pretty. Take a piece of cardboard or wire netting, 10 or 11 inches long and 5 inches wide, then cut out of the center (for the face of the picture), a piece diamond in shape: on the back fasten a piece of wire or card board, top and bottom, so as to hold the picture in place, and then cover with any pretty color of plush, and top and bottom, in opposite corners, fasten bows of pretty ribbon. Then fasten ribbon on to hang it up by and you will have a very pretty frame. I saw one covered with electric blue plush and on the corners pink satin ribbon. It was so very pretty that I fell "dead" in love with it.

"How to manage a husband" seems to be the subject that everyone is discussing at present, and I think it a very good one. I once heard a lady say that although she disliked card playing, she had to play cards with her husband to keep him from the gambling houses. It is sad, indeed, that any woman should have to share life with a man who cared so little for her feelings as to compel her to play cards with him or be left alone while he passes away the evenings in a gambling den. Maybe she did not make his home as pleasant and agreeable as it might have been. I do not know, but I think that if a woman tries to make home bright and cheerful, a man, if he has any regard for her at all, will show her his appreciation of it by making home his place of resort in hours of leisure, and his wife his companion.

Stella, a Fireman's Sister.

WHITE HAVEN, PA., March 24, 1890.

Editor Woman's Department:

As I have never seen any communication from the lady friends of Home Lodge, No. 351, I wish to remind our boys that there is one who has not forgotten their *Magazine*. My brother is a member of Home Lodge, No. 351, and takes the *Magazine*, and I enjoy reading it, especially the Woman's Department. I thought I would surprise him by sending my piece of poetry, as I know it would make him feel happy. By giving it space in your columns you will make me feel that I am numbered among the many lady friends of the *Locomotive Firemen's Magazine*.

Respectfully yours,

A. P.

LIFE.

Some people look on the bright side of life,
Others on the dark and dreary;
What makes some people so joyous and bright,
Makes others dejected and weary.

The flowers cannot thrive if not in the light;
Just so with ourselves, we can't be happy and bright
As long as we live in the dark all the time;
We must make our lives happy and full of sunshine.

We ought to all look on the bright side of life.
And make our life cheerful and happy;
And all will be right, we will be happy and bright,
By making those cheerful around us.

Agnes S. Russell.

ELDON, IOWA, March 10, 1890.

Editor Woman's Department:

As I have been a constant reader of the *Firemen's Magazine* four years and have never in that time seen anything concerning Protection Lodge, I thought I would venture to say a few words in its behalf. The boys have a splendid Lodge here in good standing. They are a noble and generous class of men always ready to help a needy brother. I see in the March number several letters written on the way to manage a husband and I, too, think kindness is the best way. When your husband comes home tired, have a kind word to say, make home attractive and pleasant, and most men will prefer a cozy sitting room and a pleasant companion to going down town evenings.

L. E.

ARGENTA, Ark., March 22, 1890.

Editor Woman's Department:

As I have been a constant reader of this *Magazine* for over a year, and have never seen or heard a word about our Three Branch Lodge, No. 304, I have made up my mind to let you all know that she is not like McGinty at all, for McGinty went down and No. 304 is going up grade just as fast as she can, and our No. 304 boys seem to be glad that they are living, especially Bros. Skeggs and J. E. Powers, for they both have bouncing big boys at their homes. Some of our No. 304 boys have moved from the left to the right hand side of their engine lately, and among them are Bros. J. E. Powers, Skeggs and Jim Lynch.

Jessie Constance.

PHILADELPHIA, Pa., March 12, 1890.

Editor Woman's Department:

In the February number of the *Firemen's Magazine* there appears in the Woman's Department a letter dated Cedar Rapids, Ia., December 6, 1889, and signed "Fireman's wife, M. P. C." and in answer to it I would just state for the benefit of the writer that there is in Philadelphia an organized body, known as the Supreme International Council, composed of the wives of both B. of L. E. and B. of L. F., and it is very highly appreciated here, and they have organized several subordinate councils at different places, the charters being issued from the Supreme Council located here. It is an entirely different organization from that which is known as the Ladies' Auxiliary of the B. of L. E. The object of the International Council is unity, and I think it is one of the best methods they could have pursued, for where there is unity, sociability and friendship must reign. I would most heartily recommend that the different societies of the B. of L. F. organize themselves under that head for they will find them most earnest workers of the B. of L. F. There is a letter in the February number of the *Magazine*, under date Philadelphia, December 20, 1889, which I would refer the readers to, and any information will be most gladly given by addressing Supreme International Council, No. 613, North Thirty-third street, Philadelphia. The officers are: Worthy councillor, Mrs. T. B. Jones; worthy vice councillor, Mrs. J. Jamison; worthy secretary, Mrs. S. Boaz; worthy treasurer, Mrs. T. C. Smith; worthy supreme chaplain, Mrs. Shields.

A Fireman's Wife.

SCRANTON, Pa., March 13, 1890.

Editor Woman's Department:

I am only a little girl of 11 years, and as this is my first experience in writing any kind, except friendship letters, you must not expect it to be very good. My mother is dead, and I live with my aunt and uncle, Mr. J. W. Spence. My uncle is a member of Acme Lodge, No. 228, and as he takes the *Magazine* I get to read it. On the evening of February 21st last, Acme Lodge, No. 228, held their fifth annual ball. It was a grand success, and I think every one there had a good time—I did at least. On the same evening a contest for a gold watch between Mr. Arthur Loomis, of the D. & W. Railroad, and Mr. Jack Smith, of the D. & H., came to a close at 12 o'clock sharp. Mr. Loomis won, and I was pleased, as my uncle works on the D. & W. I hope my letter is not so tedious as to be a waste-basket victim, I remain a little friend of the B. of L. F.

Era Heckman.

[Your letter is very nice, and the Woman's Department is glad to be remembered by you.—Ed.]

A WOMAN IN IT.

They talk about a woman's sphere
As though it had a limit;
There's not a place on earth or heaven,
There's not a task to mankind given,
There's not a blessing or a woe,
There's not a whisper, yes or no,
There's not a life, or death, or birth,
That has a feather's weight of worth,
Without a woman in it.

INDUSTRIES.

There are nearly 10,000 women nail-makers in England, and 347 who are blacksmiths.

Two hundred thousand unmarried women and girls are said to be employed in various trades in South London.

The State Industrial School for Girls at Beloit, Kan., has thirty-five pupils and forty-five applications now on file.

Ladilla Ambrose, librarian of the Northwestern University, is the first woman who has held that position. She has just completed her second year of serving there.

Miss Clara McKnight, daughter of Captain H. D. McKnight, of Ironton, Ohio, has passed a satisfactory examination and been admitted as a pension attorney. She is only eighteen years of age.

Cardinal Manning declares himself in favor of working women's trades unions, and trusts that America will soon possess a similar organization to the newly-formed English Women's Labor Union.

Miss E. M. Merrick, a London artist who last year went to Cairo to paint the picture of the Khedive, has now received an order for a portrait of Henry M. Stanley, which the explorer is to present to the Royal Geographical Society.

New York has a woman blacksmith who, with her little kit of tools, goes about doing odd jobs in fitting keys, putting new locks on trunks, putting on fastenings, and attending to the countless other details of household management.

Mrs. Annie Williams, aged thirty-five, has a contract for grading six miles of the Evansville & Richmond railway, and she has thirty teams at work at Elizabethtown, Ind., breaking ground. The contract was originally let to her husband, who is now dead.

Mrs. Bolton Lacy is a fully certificated dentist, who has been practicing for twenty years in Brighton, England. She acquired her skill as assistant to her husband, and after his death was able to carry on his business and support her young family. She is especially successful in persuading timid children to submit cheerfully to needed dental operations.

Miss Harriet Ford, a graduate of the New Haven, Conn., High School, has taken the prize offered by the London edition of the *New York Herald* for the best poem of "Welcome to the Hero of the Hour, Henry M. Stanley." The prize poem will be printed upon satin, and presented to Mr. Stanley on his arrival in England. Miss Ford was the historian of her class in the New Haven High School.

Down in Maine the summer idlers came across three women farmers who have about two hundred acres and make farming pay. They raise all the crops of the general farmer, ride the mowing-machines and reapers, and help in all the work of planting and harvesting. They have a fine apple orchard and raise and can small fruits for the Boston market. They employ and superintend two or three farm laborers, read the *Atlantic Monthly*, and take an interest in temperance and dress-reform. They are in excellent health, like their work, and make a comfortable living.

Rev. O. P. Gifford, of Boston, in a recent sermon on "Woman's Work," is reported as saying: "The great shame of our present civilization is that we do not pay women the same wages that we pay men for the same work equally well performed. This thought should come with special force to the Christian man. It is outrageous for employers to pay women five dollars and pocket the other five dollars, and then chuckle all the way home because they have got a man's work done equally well by a woman for five dollars less than they would have to pay the man. Women are entitled to an equal standing with men in commercial and social life, even as they will stand on an equality before the bar of God."

TEMPERANCE.

Of five hundred men released from the Birmingham, England, work house on a recent holiday, not more than fifty went back sober.

Emerson, in speaking of stimulants, exclaimed: "Tobacco, tobacco, what a rude crowbar is that with which to pry into the delicate tissues of the brain!"

One woman's footsteps may cross the saloon threshold steps noiselessly, but when two hundred thousand cross it there is trembling behind the bar.—*Mrs. O. W. Scott.*

The city of Boston appropriates \$8,524 yearly for the salaries of police matrons. Since more than five thousand women are arrested every year in Boston nine-tenths of them for drunkenness, these matrons have plenty to do.

The children are now in their cradles who will live to see pauperism and drunkenness swept away like the fogs that hang over us for weeks till a strong breeze comes and smites them with the scintillar light, and they are gone.—*Mrs. Livermore.*

Miss Susan B. Anthony, when questioned as to the truth of the report that she would have wine at the banquet celebrating her seventieth birthday replied: "I would as soon have arsenic."

A distinguished Englishman, returning to his own country after a careful study of our American institutions, on being asked what he had seen that was most unlike England, answered: "The wine and dinner tables of the great middle class."

The political strength of the 8,000 liquor dealers of New York City is estimated by one of their own leaders to be not less than 40,000 votes. The same authority says: "In almost every county in the state there is now a liquor dealers' association and we all pledged to vote together."

The National Master-Brewers' Association convened in Cincinnati had these among other equal lofty and inspiring mottoes posted on the wall: "Thou Shalt Love Gambrinus, Thy God, Over All," "Shalt Never Dishonor Him Through Bad Beer," "The German Highway Lies in the Beer-Jug," "The Highest Enjoyment Will Be Found Where Beer and Liquor Do Abound."

The New York *Christian Advocate* of December 1 contains an article on "Real Estate Rented for Liquor Traffic," wherein it is shown that New York city, with its 8,000 saloons, allowing an average width to each of but twenty-five feet, gives a total saloon frontage of thirty-eight miles, and that in neighboring town of ten thousand inhabitants more than a third of a mile is devoted to the traffic.

In a Republican form of government there is no excuse for any resort to violence, but ours is not a Republic in its true sense, half the people being still unrepresented. The highest wisdom would be for women to lay aside every line of reform so until they have been invested with the sovereignty which will enable them to command attention to their wishes. But outraged wives and mothers do not look beyond the wrongs of the hour and cry the cry goes up: "What to me were Italy free, I've not a son." Then let them rise up in the majesty of protest which has never been unheeded when women have sacrificed themselves from motives of patriotism.

Whence derives the State its authority? If from God, then its decrees must conform with the high sense of justice that human thought can compass. If from the individual, then it must conform to the highest sense of justice that is conceived and desired by the human units that compose it. In either construction the women of Missouri were not blameworthy. Their aim was to secure protection to the best interests of their families and the community and by reason of their sex, which certainly involved no violation of either human or Divine law, they were not able to effect this in the manner prescribed by the state. When women are denied legitimate power the only thing that remains for them is to take the law into their own hands.

DOMESTIC.

One quart of sifted flour, well heaped, is one pound.

Two tablespoons of powdered sugar or flour weigh one ounce.

A little pounded ice laid on the back of the neck will allay nausea.

Bathe tired eyes in hot water two or three times a day; it will rest them.

A firmer or more delicate grain is secured in cake by stirring the cake only in one direction.

A wine glass of strong borax water in a pint of raw starch will make collars and cuffs stiff and glossy.

To prevent the smell of cabbage permeating the house while boiling, place on the stove a dish containing vinegar.

New Year's Cookies.—Two cups of sugar, one of butter, one of milk, three eggs and one teaspoonful of baking powder. Flavor with nutmeg, roll thin and sift over with sugar. Bake in a very quick oven.

New Year's Jumbles.—One and one-half cup of white sugar, a scant cup of butter, three eggs, three tablespoonfuls of cream, one small teaspoon of baking powder. Mix with sufficient flour to make a very soft dough; roll them, cut in rings; roll in sugar and bake.

Any sort of dark wood may be freed from all traces of dirt and grease by a good sponging with strong tea, just warm; it will not, however, answer for light, unpolished furniture, as it would stain it. Very old furniture that is becoming worm-eaten may be greatly preserved and improved if some carbolie oil is poured into the wood.

To a certain extent woman's criticism of another woman is all right; but it is being carried to an extreme, and that is all wrong. Men fearlessly criticize each other's work and by that same sign they conquer. Women are over-sensitive upon this point. A little honest criticism now and then, in the right spirit, is exactly what woman's work needs.

Cerealine is a good foundation for many dainty desserts. Heat a pint of milk in a double boiler, add salt and make a thick batter with cerealine. Beat until smooth and light and turn into a square mold to cool. Cut into blocks, roll in crumbs, dip in beaten egg, again in crumbs and fry in hot fat. Eat with butter, sugar and cinnamon, with jelly, or with any sort of a pudding sauce.

A writer in the *Ladies' Home Magazine* has this to say about getting baby to sleep. Let me tell you first of all to see that he is well fed—a half satisfied stomach is a sure enemy to repose. Have him warmly wrapped up, and be sure the feet are warm, not hot or perspiring, while the room should be rather cool and darkened. Their brains and eyes need darkness just as ours do, and what refreshment do we get from sleep with sunshine or lamp-light shining into our faces? Should you use your bed-room for your sitting and sewing-room, be sure that the room is properly aired before baby is put to bed for the night. You can take him into another room, close the register and open the windows and doors for ten minutes or so. The air will be thoroughly changed by that time. You can then close the windows and open the register, and in a short time you can bring the little fellow back into a fresh yet warm room. If this simple rule were oftener observed it would save many a restless night. Having done this, the matter is comparatively easy. If you nurse your baby he will probably fall asleep in your arms; if you feed him, then lay him gently down in his crib. During the winter months have the pillow warmed just enough to take off that unpleasant chill of cold cotton. The chances are he will nestle his little cheek in it and go right to sleep.

SUFFRAGE.

The slums are always against woman suffrage. The devil knows his enemy.—*Mrs. Zerkla G. Wallace.*

The "Women Voters' Ward and City Committee," of Boston, have organized a political party, under the name of "The Independent Women Voters."

We want the ballot, not because we want to plunge into the "dirty pool," but because we want to drain it, fill it up, and plant good seed where it now stagnates.—*Emma Harriman.*

The preparation for and the participation in a ball, to say nothing about giving one, involves more hard work and more publicity than a woman need incur by qualifying herself to vote and voting.—*Col. L. Edwin Dudley.*

We who advocate equality of citizenship between the sexes do not claim a new discovery in politics or ethics. We only ask that the principles upon which our government is based shall have their just and full application to all citizens equally, without distinction being made on account of sex.—*Hon. E. M. Correll.*

The woman's rights movement has reached Madagascar. The *Woman's Standard* notes that a new law in that island "gives a husband the power to chastise his wife with a regulation whip only, and does away with the clubs and dray-stakes entirely."

I think every individual in the country should have a voice in the making of the laws. There is a large and increasing class of women in the country who want the suffrage, and of men who feel that they need women in politics.—*Edward Eggleston, D. D.*

A woman does not give up her wifehood or her motherhood, her graces or her sensibilities, when she becomes a voter. But suffrage will increase woman's self-respect. When she considers these higher questions of general interest, she will become a larger and nobler person.—*Rev. Samuel B. Stewart.*

Doubtless the majority of husbands and wives think alike on most questions; but, in taking the sense of the community, the opinion of two persons ought to count for more than that of one. Whether in politics or religion, no husband can believe for two. Neither, then, can he properly vote for two.—*Alice Stone Blackwell.*

As I grow older I feel assured, year by year, that the granting of suffrage to women will remedy many evils which are now attendant upon popular government, and if we are to despair of that cause we must despair of the final establishment of justice as the controlling power in the political affairs of mankind.—*George F. Hoar.*

At the first election held in Kansas under the woman's municipal suffrage law, the cry went up that the "ignorant black women" of Leavenworth, the largest city of the state, would vote with the saloon and be controlled by the vicious element. Out of nearly seven hundred "ignorant" black women, all but twenty-three voted "For God and Home and Native Land." No amount of intimidation could turn these women from their mother instinct of home protection.

"The hand that rocks the cradle moves the world."

That is beautiful poetry, but it isn't true, for practically it is the *foot* and not the *hand* that rocks the cradle, while the hand is busy with numberless other matters. Then, another trouble is, the world *don't stay in the cradle*; for before you know it, the little fellow kicks out both ways and is on the street, and as "the hand that rocks the cradle" can't control the streets, you should not hold the women responsible for what they can't control. Power must go with responsibility.—*Rev. Anna Shaw.*

The queen of Portugal has been very carefully educated. She is a student of history, delights in mathematics, and is a clever sketcher. She speaks French, Portuguese, English and German. She is said to be beautiful also, and is very popular.

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

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THE BROTHERHOOD OF TELEGRAPHERS VS. THE ORDER OF RAILROAD TELEGRAPHERS.

The following letter, written by J. E. Morris, Esq., Grand Secretary and Treasurer of the Brotherhood of Telegraphers, fully explains itself:

BROTHERHOOD OF RAILWAY TELEGRAPHERS.

CHICAGO, ILL., March 15, 1890.

The organ of the O. R. T. on March 1 contains an article under the caption: "Both Sides of the Question," which, after quoting my reply to Mr. Doggett, of Waukesha, Wis., proceeds at length to outpour its wrath upon the Brotherhood of Telegraphers. Unless driven into it I would not have entered into any controversy with the figure head of the O. R. T. but under the circumstances, when myself and motives are attacked in so outrageous a manner, I feel I am justified in showing clearly as I can "both sides of the question" in a little different light from the editor of the *Railway Telegrapher*, or presumably the associate editor, Mr. Thurston. The history of the telegraphers of this country shows many attempts and as many failures to improve the condition of the craft. Organization and united action on the part of certain craftsmen has proved that such action has been materially conducive to the well being of each craftsman, and those who have profited most by such organization are not those who fly such a banner as that of the O. R. T.; the differences I will explain later. The reason the railway telegraphers, or any other craft was organized, was from the fact that they were ill-paid or ill-used, and the object sought was to improve their condition. How? By united action, united protest against their wrongs. It can readily be conceived that a protest from 100 telegraphers on any line of railroad would receive much more consideration on the part of an employer than one or a dozen such from individuals.

When the O. R. T. was organized as a distinctive railroad organization, its constitution strictly prohibiting strikes or entangling alliances, it was just after the disastrous strike of the commercial operators in 1883.

Many men approached on the subject of affiliation would say: "I am in sympathy with you, but I dare not imperil my position. If my superintendent hears of this he'll fire me." To this man the organizer need only read the constitution, and inform him that the superintendent had a copy and approved of the organization. Another would say, what good will it do, you can't demand anything or strike? To those men the organizer only had to smile broadly and say: The constitution can be changed if necessary, and it won't do to antagonize the railroad managers. This would satisfy the man who wanted the right to fight for his rights if necessary, and he would become a member. Thus from its inception the O. R. T. sailed under false colors, and was in fact a fraud. Some railroad managers would not believe that it was a mutual admiration society and made examples of leading members of the Order.

Then what did the O. R. T. do? Did they come to the rescue of their brothers and assist them until other positions could be found for them? No, they did not in any case that I have heard of, but simply left such members to shift for themselves. That is all a matter of history and any O. R. T. man knows it, if he knows the history of the Order. One of the brothers that was active in organizing the Order today is fighting a railroad in the courts with a good show of securing damages for being blacklisted on account of being active in its behalf. Did the "noble Order" help him, or are they helping him now?

Thinking men of the O. R. T., to you I write. Wherein have you been benefitted by this "noble Order"? The only thing advocated by this "N. O." except common moral rectitude, was, except under certain conditions, the abrogation of teaching students. How well that has been lived up to I submit to the Order. An order that dare not offend their bosses, must do as their bosses say, and on many railroads the student thrives in O. R. T. men's offices. Can you wonder that there are many dissatisfied members? Can you wonder that many dropped out? Is it strange that interest in the meetings was lost, and that no longer men would lose a night's rest and ride 75 to 150 miles, and return, to attend meetings? Then these men began to think: who is benefitted by the Order? In an interview with a prominent Chicago telegrapher, the latter said to me: "I'll be — if I can see who is getting any benefit out of it, unless it is Thurston. He's getting \$1,200 a year and expenses, besides his 'rake off' on the printing of the order of which he is a heavy stockholder in the *Railway Telegrapher*. That was not the reason for which the Brotherhood was organized. At the last convention federation was urged strongly by certain Western delegations, but to no effect. Then it was decided by certain members that it was no use to stand by the O. R. T. They promised nothing. They could do nothing. The belief prevailed among many that to do anything of material benefit to improve the condition of the craft, an organization that had some power to act must be brought into existence, and as a result the Brotherhood of Telegraphers was organized. We believe that any organization fostered and encouraged by the railroad companies cannot benefit any one (except as much as any social beneficial order might) but the company itself. You may be sure that the railroad would not encourage any organization that might make a united protest against a reduction of wages or a united demand for a ten per cent. increase, nor one likely to join hands for self protection with the conductors, firemen, switchmen and brakemen. Why? The reason is obvious, yet we reserve to ourselves the right, if we wish, to do all this. The O. R. T. abandons its members who are discharged on account of affiliation with that order. Our constitution says: "The Brotherhood expects every member to do his full duty, according to the terms of his contract with his employer. Any member of the Brotherhood, who having done his duty for his employer, who may be discharged on account of his affiliation with this order, shall receive the support of the order and, so far as possible, be covered from all loss." Yet the Brotherhood is not a striking organization, but we reserve the right if all other resorts fail to strike.

What else can a craft do? If we don't like our positions and protest as individuals, we are quickly informed that if we don't like it to get out; and if we act as a body in such a case, do not we use our rights as men? Any man or set of men that meekly fold their arms to their breast and kiss the rod that smites them, are unworthy the name of men. And the man or set of men that expects to receive favor from a corporation by fawning at its feet, will get what they deserve—kicks. Corporations pay what they have to pay, no more.

Now, to return to the attack upon us by the editor, or assistant editor of the *Railway Telegrapher* and members of the O. R. T. The announcement by the organ of the O. R. T. that they had heard of the organization of the Brotherhood, was accompanied by a slur. Next we hear from J. D. Doggett of Waukesha, Wis., who informs the craft that he is not surprised, inasmuch as a new organization has

been formed, that Messrs. Johnson, Morris and Nellis are actively interested in it. He then immediately states that it is still-born, and charges those gentlemen with starting it for the money there is in it. Mr. Doggett assumes that a body of telegraphers did not organize the Brotherhood. When the contrary is proven to him will he extend the fraternal greeting he promises? Does he judge the officials of the Brotherhood by those of the O. R. T., when he charges the Brotherhood being run for the private gain of a few individuals? You, Mr. D., are probably not posted as to the representations of your organizers. I am informed to the contrary, as I have herein before mentioned. You mistake, my young friend, the officials of the O. R. T. would not allow you to adopt any save the most conservative principles for any affiliation, or action might in some way cut off the revenue whereon they grow fat. Is it not true, Mr. Doggett, that federation was urged from the Cleveland convention?

The O. R. T. never had any line of action, conservative or otherwise, and we deny that our principles will act otherwise than as a good tonic. You say, truly no doubt, our men whine that they dare not join for fear the company will object. Those men we do not want, and those men you allude to as "whipped curs;" standing on the lowest rounds of the railway ladder; too dead to grasp the teachings of the O. R. T.; and as rated lower than the section foreman, we leave under the sheltering fold of the O. R. T. No, Mr. Doggett, we want men and not cowards, and shall get many a good one from the O. R. T. "The putrid remains" we will leave for "Bro." Thurston. And yet after all, Mr. Doggett, you admit you voted for Bro. Johnson at Cleveland. Dare you say why you opposed "Bro." Thurston? To sum up your letter you start on an assumption, and charge all manner of meanness and mercenary motives against your betters. Is it malice or ignorance, or both? C. H. Gates, of Jackson, Mich., writes in the *Railway Telegrapher*, of February 15th, endorsing most of "Bro. Doggett's" views, and charging the alleged officials of the Brotherhood with being chronic kickers of the rule and ruin type. Was there any attempt made on our part, Mr. Gates, to rule the O. R. T.? Was not Mr. Thurston's re-election at the late convention considered assured by the fact that his organizers had "fixed" things all right for him with eastern delegates? Was not the only opposition to Mr. Thurston's re-election from the west, where he was known? Post yourself on the history of the O. R. T. and you will come to a conclusion, that your Grand Chief is a specimen of the rule ruin type, and not those that are dissatisfied with his policy and management. We do offer to the fraternity "an article superior to anything the O. R. T. can offer, and you may be sure that no very great amount of injury is going to befall the O. R. T. because of this departure." Had you the smallest particle of manhood or the least scintilla of the spirit of fraternity you would welcome any organization of telegraphers whose object was the betterment of the condition of the fraternity. Instead of that boldly announce the idea of a possible benefit to yourselves by a comparison with us, and suggest the plan that the O. R. T. men play the part of the "scab" in case of a strike. Do you think the other members of your Order will indorse that plan? We have no doubt of your disposition to play such a part, as very likely you have before. The statement that "any encouragement given the Order increases the possibilities of a strike" is perhaps true in one sense, but although a strike would benefit the element in the O. R. T. like yourself, that would seek to benefit themselves by the despicable action of playing the scab, and inasmuch as on that account you and your like might "encourage" the new Order, we distinctly announce that we want none of your kind in the Brotherhood. The B. of T. is not organized with the expectation of ever striking, but we don't propose to tie our hands against resistance in case of necessity. In reply to the editorial in No. 7 of the *Railway Telegrapher*, we desire to say however much Mr. Doggett thinks he may know, he is mistaken when he asserts that Messrs. Nellis, *et al.*, are on salary, though they may sometime receive a salary, but no more than they can earn at their trade. The initiation fee is not \$5, nor are the dues

\$3 a year. You are free with the figures of the membership. Judged by the membership of divisions that we are familiar with, your figures are about three or four times too large. The charge that we only realized the necessity of a change when we were disappointed in our several desires, is no more true than other of your statements.

We are not trying to paralyze the endeavors of the O. R. T., but to those who want something better we have it to offer.

The B. of T. does not seek to antagonize anyone or anything, except injustice and wrong, but should it become necessary we can and will protect ourselves.
J. E. Morris.

We desire that the Brotherhood of Locomotive Firemen and all readers of the *Magazine* shall know that the Order of Railway Telegraphers is organized on the same basis as the Order of Railway Conductors, and that the Brotherhood of Telegraphers is organized on the basis of the Brotherhood of Railway Conductors and other organizations of railroad employes, which give special prominence to Protection—the protection of their members from wrongs of whatever character inflicted by corporations.

One of the strangest anomalies of the times in which we live is the organization of working men, with the avowed purpose of submitting to such oppressions as corporations may choose to inflict. Such an organization is the Order of Railway Telegraphers, and because it is such an organization is the reason why the Brotherhood of Telegraphers has been established.

It has been seen that owing to the passive, non-resistant character of the Order of railway Telegraphers, corporations have subjected its members to numerous wrongs and indignities, and as the Order was powerless, or, what is vastly more reprehensible, having power, refused to exert it in the interest of its wronged members, a revolt occurred, and a new Order, THE BROTHERHOOD OF TELEGRAPHERS, came into existence.

This new Order has a definite, manly, courageous policy, and will attract to it every manly railroad telegrapher in the country, and the *Firemen's Magazine*, in full sympathy with the movement, wishes the brave men who have organized The Brotherhood of Telegraphers immediate and continued success and will most cheerfully aid it to achieve victories for its members.

The Brotherhood of Telegraphers, it is needless to say, has started out right. It is in alliance with every other organization of railroad employes, that has for its object the improvement of the condition of its members, and as a consequence, will have the sympathy and support of all such organizations, and we feel assured that members of the Firemen's Brotherhood will seek for opportunities to promote its welfare. In due time the Order will join the federated army of railroad organizations, and thus contribute to the invincibility of the federated phalanx.

Bro. J. E. Morris, Grand Secretary and

Treasurer, of the Brotherhood of Telegraphers, can be consulted by letter or otherwise, at 877 Fulton street, Chicago, and all telegraphers who believe in protection should correspond with him. We are satisfied a brighter day is dawning for railroad telegraphers, and that the time is near at hand when the great body of them will hold membership in the Brotherhood of Telegraphers.

LABOR PUBLICATIONS.

A man is not required to boast of old age to assert that he can remember when labor had no representative in all the publications of the country—when there was no labor press. By this we mean to say that there was neither pen nor voice to champion the cause of labor—the interest of workingmen. True, references to labor, to work, to the poor, to the oppressed, the hungry and the naked, have remote dates. Jesus Christ did not hesitate to champion the cause of the poor and denounce the devilishness of the rich who oppressed them, and here and there along the track of centuries, some one has had the courage to assert that workingmen were really human, and were entitled to some consideration, but such things did not amount to much.

The vagary of the "divine right to rule" meant gradation from the throne to the hovel, nor did it matter in the least in what land the toiler lived, whether Christian or pagan, the curse of caste prevailed and the toiler suffered. There was no redemption for him.

We think the statement will not be controverted that the workingmen of the world have always been in the majority, they have always had the physical power to be on top, but being ignorant and unorganized they have always been at the bottom. Ignorance is weakness. Intelligence is strength, and thus it has happened in the history of the world that the few have crushed the many, and the insufferable stigma still exists, that one workingman, more intelligent than another, uses his superior knowledge to oppress his fellow workman; an exhibition of depravity that only hell could furnish a parallel. In old plantation times this human frailty was exhibited in its most cruel phases. A heartless planter, who, like the "unjust Judge," neither "feared God nor regarded man," if he sought to gratify his satanic proclivities, would select a slave to oversee other slaves, in which case the devil was always let loose upon that plantation, and every aristocratic tendency in labor organizations is an exhibition of the same despicable spirit—totally and flagrantly at war with every rational conception of Christianity, of civilization, of divine or human justice; a vulgar display of hostility to every proper conception of

the brotherhood of man and the fatherhood of God; a reproduction in America to the extent possible, of Hindoo caste.

Fortunately, for workingmen and for society, for the glory of God and of advancing civilization, there has come to the rescue in these latter days a Labor press. The "art preservative," the moveable types, backed by courage and intelligence has entered the field, and the world to-day has a labor literature, labor learning, labor science, labor education and erudition. It is a new departure. It is in the nature of a revelation and is producing a revolution. Its lifting power is not to be measured by horse power calculations. Its power is omnipotent. It is a new sun in the sky of Labor. It warms, it vitalizes. It floods the darkest pathway with light. It is a sun that is gradually rising to the zenith, and which is not destined to set, but to increase in effulgence. We cannot catalogue the Labor publications of the period. They are numerous. Many of them are strong, and the weak are growing stronger. Of the number we call attention to the *Railroad Trainmen's Journal*, published at Galesburg, Ill., edited by L. W. Rogers, than whom we would like to know who wields a more vigorous or more courageous and independent pen. We notice with equal satisfaction the *Switchmen's Journal*, under the editorial management of Frank Sweeney, at rooms 77 and 78, Nos. 14 and 16, Pacific Avenue, Chicago. No more fearless writer on labor topics is found under the banner of organized labor. These two publications champion federation, they are the organs of two great brotherhoods of railway employees and their work for the good of their Order and for all orders of workingmen, is simply incalculable. The wider their circulation the better for all organizations of workingmen. We would, if we could, quadruple their circulation in a day. The *Firemen Magazine* wishes them and all other publications that favor federation, labor's ultimate Thule of power, the largest possible success.

While upon the subject we invite special attention to the fact that the *Locomotive Engineer*, of which John A. Hill is editor and which is published at 96 Fulton street New York City, should be in the hands of every locomotive fireman who expects to be promoted to the responsible position of engineer. Bro. Hill knows just what an engineer wants. He has been there himself, and he edits the best educational paper for firemen and engineers in America.

There are other publications devoted to the welfare of workingmen, which advocate protection and federation, and they are accomplishing good. Never in the history of the world has there been such a mighty mustering of the forces of labor. Organiza-

tion is the order; after that federation, then victory. Labor publications are increasing in number and power and influence. Sophistries are exploded, false premises and false conclusions are overturned, chicane and jugglery are exposed. The laborer now attends the lyceums where the modern Aristotles and Platos teach. Philosophy no longer dwells on high beyond the reach of all except the favored few, and the revolution so auspiciously begun, though it may move sometimes with a faltering step, will never take the back track while the printing press remains.

PUNCHING THE RAILROADS.

We have on our table the *Railway Conductor's Journal* for April. In glancing through its pages our attention was arrested at 264—"Editorial," as also the caption of an article, "Pay of Conductors." Manifestly the editor is irate and disgusted. He realizes that the O. R. C. has limbered itself on all occasions for the delectation of railroad corporations, and when conductors, tried and true, became the victims of spotters, and were set adrift with smirched reputations, the O. R. C., like the poor boy at the frolic, had nothing to say. The wrong, the oppression, the insult and injustice, did not concern the O. R. C. It was not built to protest nor to resist. On the contrary, it was built to sneeze when the corporation took snuff; was constructed to "down," "up" or "wig-wag" when the corporation "Simon" gave the word. This is what the O. R. C. *Journal* called getting "near the throne." But the editor of the *Journal* don't like it. He don't like the spotter and detective style of doing business. He don't like the small pay conductors receive, he don't like the intimidation constantly thrown out by the acts of corporations that conductors are thieves, or, that if some are thieves the odium attaches to all. He don't like the proposition that if one conductor receives \$200 a month, and another conductor \$50 a month, the one who received the \$200 a month would be just as likely to steal as the conductor receiving \$50 a month, and to even up with the officials who hold that speculation is as likely to occur when the salary is \$200 a month as when it is \$50 a month, says:

We have in our lives been acquainted with railway officials, who, at a very moderate salary, each year that they held their positions, who were not worth five hundred dollars when they accepted such positions, but in fifteen years, with a large family to look after and many other expenses, either by some one's request or their own, retired with a competency of \$100,000.

Now then, to those who are charging that conductors are thieves, the editor of the *Journal* retorts, "You're another." Such criminations and repriminations don't amount to much, except to show that the

membership of the O. R. C. are becoming intensely disgusted with the progress they are making in reaching "the throne."

It is really amusing to hear the editor of the *Journal* recite what the corporations demand of conductors, and then refer to the fact that passenger conductors are paid only "from \$60 to \$100 a month," and then ask railroad officials if "they have done their whole duty?" To this question the editor wants an answer in a "business-like manner," instead of, "Let them help themselves if they can."

The editorial article in question is valuable because it shows that in the ranks of the O. R. C. are brave men who are not in sympathy with the do-nothing policy of the Order. A moment's reflection will convince them that the Order was established to do nothing in the way of protection for its members, hundreds of whom have been the victims of heartless, conscienceless spotters the vilest creatures that ever assailed the reputations of honest men. These facts are known and the editorial in the *Journal* to which we refer, bristles all over with them.

The O. R. C. began its career by sowing to the wind and it has reaped the whirlwind—it is reaping whereof it sowed—and will continue to harvest indignities as long as it maintains its present policy.

The Brotherhood of Railway Conductors was organized upon the basis of protection, and has achieved splendid results. Railroad officials are quick to estimate men at their worth. They know that a man who hasn't the courage to stand by a brother in distress, when wronged and oppressed, won't do to tie to anywhere, and hence such men are always the victims of degrading orders and impositions.

Manifestly, the editor or the *Journal* is looking for stirring scenes at the twenty-second Grand Division of the Order, which meets in the city of Rochester, N. Y. He says "events may transpire and complications arise before this session may open, that no human eye can see or mind imagine." Such language is ominous. Coming events are casting their shadows before, and it may be that the majority of the delegates will favor protection from spotters and detectives. It may be that they will say, "We have crawled and petitioned long enough. Now we will stand up and make demands." At any rate this *Magazine* would hail with special pleasure such action on the part of the Grand Division as would clearly demonstrate that the O. R. C. was no longer a negative organization, and that it will no longer tolerate wrongs inflicted by spotters, and that it will emblazon upon its banners "PROTECTION," and come into line with other organizations that demand fair pay and fair play.

STANDING BY AGREEMENTS.

Agreements between employer and employé on a railroad system, is not child's play; it is business. It is manly, serious business. Men who violate agreements, as a usual thing, invite serious penalties. The parties to an agreement are bound by every consideration of honor to stand by its terms. There should be no faltering, no dodging, no kicking nor croaking, but strict compliance with its demands. Obligations are mutual. An employer stipulates to pay, the employé to work. An agreement clears the track of complications. The contracting parties know exactly where they stand. Infringements of the contract begets distrust, unrest and dissatisfaction.

Bro. Hill in the April issue of the *Locomotive Engineer* has an article captioned "About Keeping up Pay," which we indorse unqualifiedly. Mr. Hill in his southern ramblings "stepped into the Savannah round house of the Central road of Georgia" and had his attention arrested by an "animated discussion," which disclosed the fact that there was a disposition on the part of engineers to shirk a strict compliance with the terms of an agreement with the road, pronounced "the best agreement with the company of any engineers in the country." Bro. Hill says:

We found that the engineers on this road have the best agreement—for them—with the company, of any engineers in the country; the full text of which is published in another column, under the head of "The Best Agreement in America between a Railroad and Its Engineers." It is interesting reading.

These men receive \$4 per day, Sundays included, whether they work or not; they get twenty-four hours' rest after each trip, and if called to go out before the twenty-four hours are up, get an extra day for going.

They receive twenty-five cents an hour for all delays over schedule time, or twelve hours when running extras.

Hostlers are provided at all terminals.

They receive pay from the time they report for work after laying off—instead of from the time they go out, as on other roads.

With all this advantage over their brother engineers in the same section of country, we never listened to better kickers in our life—perhaps we got into the wrong crowd—we hope we did.

Editor Hill, in his analysis of the situation discovered nothing to kick about—on the contrary, everything in the "agreement" was calculated to secure harmony and efficiency. He says: "The management of the road are satisfied to pay the present rate, and do not want to see a change in the agreement," and adds:

Engineers of the Georgia Central, you are better paid for the work you do than most engineers; be an example to them—deserve that pay. Don't let it be written in the history of the order that you kicked your own wages down. Don't give the officers of the road a chance to regret the agreement or desire a change. Don't forget that, as you receive the highest pay, so had you ought to be the best engineers in America. Don't get it into your heads that other men cannot run there: there are few who can't. Don't kill the goose that lays the golden egg. Don't be unreasonable or unjust—you can not afford it.

There is no mistake about the propriety of such advice. It is solid common sense and if disregarded will make things worse for they could scarcely be improved. The idea is, that men should be able to see good thing and be content. There is no mistake about the fact that all too often men take advantage of an agreement, as Mr. Hill shows, and make themselves so obnoxious that the company becomes disgusted and says: "What's the use of making an agreement with these men?"

Men are entitled to good pay, the more the better; they are entitled to good treatment; and these things secured, the company has a right to expect efficient service cheerfully rendered, and a strict compliance with the rules of the company.

The men do not hesitate to object, in any way to be heard, when the company violates an agreement, and are quick to call on the grievance committee and seek to set matters right. To this there can be no objection. But on the other hand, let the men be equally on the alert to see that they do not violate the agreement. If this is done, very many of the vexations of employés will disappear. When the men live up to their agreement with the company they are thrice armed when they demand of the company a strict compliance on their part with the terms of the agreement.

AN ILLUSTRATED LABOR MAGAZINE.

The *Railroad Trainmen's Journal* is now regularly illustrated magazine, containing in each issue from five to seven engravings made for it by first-class artists. The Magazine contains portraits of President Gompers, of the American Federation of Labor, and of Mrs. Kitty Harris, whose histrionic talent has done so much for the people of New York. Each issue presents illustrations of roads or rolling stock of foreign countries, and other things of equal interest. Read the advertisement elsewhere. Single copies sell for ten cents, but a sample copy is mailed free on receipt of a postcard request sent to the *Railroad Trainmen's Journal*, Galesburg, Ill.

THE *Baker's Journal*, discusses the "Union man" in the following well-baked style:

"Will be a good member of his union.

"He will take a lively interest in all that relate to union business.

"He will attend his meetings regularly.

"He will pay his dues promptly.

"He will not subordinate his trade union to a political party or personal purpose.

"He will not whisper away the character of fellow members.

"He will try to have his union work hand in hand with all other trade unions.

"He will not borrow a labor paper: he will buy one and pay for it like a man.

"But, alas! the true unionist and true man is an over abundant commodity.

"More's the pity."

RETROSPECTIVE.

It is a source of no little satisfaction to know that this *Magazine* has, from time to time, been the avant courier for and against propositions and theories as they appeared to be for or against the interests of labor. We are reminded of this by a paper in the January *Arena*, by Laurence Groveland, in which he says:

Read the pastoral of the Bishops of the Episcopal church, read at the close of their late convention: "It is a fallacy to look upon the labor of men, women and children as a commercial commodity, to be bought and sold as an inanimate and irresponsible thing. The heart and soul of a man cannot be bought or hired for money in any market, and to act as if they were not needed in the world's vast works is un-Christian and unwise."

As far back as January, 1886, we said:

"But labor is not a commodity, it is not an 'article,' it is not a material. Labor is not tangible. It ought not to be called a commodity nor an article. Labor combines muscle and mind, brain and brawn, heart and hand—aye, it is life itself."

And now says the Episcopal Church, "It is a fallacy to look upon the labor of men, women and children as a commercial commodity, to be bought and sold as an inanimate and irresponsible thing."

The Episcopal church is right, and every branch of the church should be equally outspoken. Labor is not a commodity, to be bought and sold in the market like pork or pig iron. There is no such thing as a labor market, unless there is a market where throbbing hearts and immortal souls are sold. It was so in old plantation times and the Corbans are trying to have such a market again.

RAILWAY LIFE INSURANCE.

In the *Railway Service Gazette*, of recent date, we find a letter from J. T. Levensgood, upon "Railway Life Insurance," written by request of the editor of the *Gazette*, who had some misgiving about the method of mutual benefit associations, and, therefore, requested Mr. Levensgood, who is said to be an "experienced insurance man," to give his views on the subject, and to this request Mr. Levensgood responds fully.

So much of Mr. Levensgood's letter as we desire to call special attention to is as follows:

It is an undisputed fact that a house built upon sand cannot stand. So it is with all mutual benefit associations. They are founded upon sand. They prosper to-day; to-morrow they fall. They fall because they are not conducted upon an equitable business principle. They are conducted upon the pass-the-hat-around plan. They have provided no surplus or mortuary fund, out of which they pay claims immediately, without delay. They have got to depend upon the amount the hat brings in, after it has passed around, among the members of the association. When a claim upon the association is presented for settlement, an assessment for the same is made upon each member of the association who is in good standing at that time. It takes some two months or more to collect this assessment, and what is collected thereon from such members as feel disposed to pay their just dues. May the collections be great or small, it is all that the beneficiaries will

receive. When a benefit assessment is sent out, where the death rate is small the members generally pay up promptly, but just as soon as the death claims get a little heavy in any one year, a certain class of members begin to kick and refuse to pay the dollar, that is justly and morally due from them to the mourning widow and orphans, that the deceased member has left behind—left her with the firm belief impressed upon her mind, that the association of which he is a member, the association to which he had paid his honest dollars for the benefit of families of the members who had passed away before him, would pay her so much. Does she receive it? No! Why not? Because a certain number of the members have become dissatisfied. Why? Because the assessments are a few dollars greater this year than they were last. They do not even give their own families a thought. They do not know how soon their families may be in the same positions as the departed member's family is, for whom they have just been called upon by their local secretaries to contribute the small amount due to the mourning widow and orphans. Well do the local secretaries know how difficult it is to collect these dollars from certain members, dollars that ought to be paid with the utmost promptness, because it is a debt of charity that we agreed to pay cheerfully when we became members of the association. There is too much of this, and I know whereof I speak, as I have been local secretary for three of these associations—two of them for twenty years—and there is not a local secretary in the country who has not heard the same remarks made hundreds of times. "I will hand you this to-morrow, next week. Please advance the dollar, and I will hand it to you next pay day." Pay day comes and goes, but the promise made to the local secretary is never thought of again. There is not a local secretary in the country who has ever advanced for such members, but what is out more or less money. I am, to my sorrow.

Neither the *Gazette* nor Mr. Levensgood attach too much consequence to the subject to which the attention of the Brotherhood of Locomotive Firemen was called a number of years ago, and, as we stated in the April number of the *Magazine*, sought the solution of the problem at Atlanta in 1888, and, as we think, with the most satisfactory results. The point we make, and which we think is easily elucidated, is that the objections to mutual benefit associations, urged by Mr. Levensgood, have been entirely overcome by the practical method established by the Firemen's Brotherhood.

On the first day of February of each year, and on the first day of each succeeding quarter of the year, every member of the Order must have paid into the treasury of his lodge the sum of \$5 in advance, \$4 of which is on account of insurance assessments that may occur during the quarter. Now, to make the problem of easy comprehension, we will suppose a brotherhood has 20,000 members. They are required to pay \$5 in advance on the first day of each quarter; that is \$100,000, \$80,000 of which is to pay insurance assessments on policies of \$1,500 each, is in the treasury on the first day of every quarter. That would pay fifty-three policies in that quarter, leaving a remainder on hand of \$500. The payment of \$80,000 a quarter amounts, for the year, to \$320,000, and would pay 213 policies of \$1,500 each, and leaves at the close of the year \$500 in the treasury.

It will be observed that in the Locomotive Firemen's Brotherhood assessments are made in advance. When a death occurs, the money is ready. There is neither delay nor uncertainty, no chances are taken. When a death or disability occurs, there is no passing "the hat around." There are no members to "begin to kick." The secretaries of the lodges are put to no inconvenience. There is no "please advance." The member pays or he is expelled. He does not remain in the Order thirty days, nor thirty minutes. The member chooses between paying and expulsion. The amount demanded of him is not "a debt of charity;" it is simply business—cold, calculating business. It is not a gift or a donation any more in a mutual benefit society than in any other insurance organization. If a member wants to be insured, he pays; if he does not want to be insured, he forthwith goes out; and when out, if he dies in five minutes, the remaining members are not assessed on his account.

It will be observed that the regulations adopted by the Brotherhood of Locomotive Firemen answer all the objections urged by Mr. Levensgood. All of them disappear, and the fact makes the insurance in the Firemen's Brotherhood absolutely safe and secure, and evidently, the very best in the country. It stands forth as a triumph of financial, economic comprehension of conditions and necessities. It solves a most difficult problem, and conspicuously places the Brotherhood of Locomotive Firemen, in the matter of insurance, in advance of all other labor organizations whose laws include mutual insurance.

THE RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION.

Several inquiries have been received at this office in reference to the standing of the above named Accident Association and among others, one from Livingston, Montana, which it appears was inspired by a certain circular notice issued and conspicuously posted in that locality, warning railway employes, in effect, against insuring in said association on account of its alleged insecurity. The circular purported to expose the weak points of the association and thereby divert the accident insurance of railway employes to other companies.

It appears that similar inquiries with copies of the circular above mentioned were also addressed to the *Engineer's Journal*, and the editor, deeming it his duty to caution the members of that organization against possible imposition, published a verbatim copy of the circular in his May issue and in connection therewith an editorial comment, well calculated to impeach the standing of the association in question. This publi-

cation had the effect of bringing about an investigation, and it affords us pleasure to state that the result triumphantly vindicates the character and standing of the Railway Officials' and Conductors' Accident Association, as will be observed by the following correspondence, a copy of which was filed at this office, and which is self-explanatory.

NEVADA, MO., April 26th, 1900.

Mr. P. M. Arthur, G. C. E., B. of L. E.:

DEAR SIR AND BROTHER: Your last number contained a letter headed "But one of Many," referring to the Railway Officials' and Conductors' Accident Association, which has excited my interest, as it is in the line of some investigations which I have been carrying on for some little time. As I believe it quite a number of locomotive engineers, like myself, are insured in this company, perhaps the result my investigations may be of interest to them as well as to others.

Right here I wish to say that I have been a member of the B. of L. E. and have carried its insurance and paid my assessments thereto for over eight years, and I honestly believe that it is the best assessment life insurance that can be found. But do not regard the R. O. & C. A. A. as a rival to your own B. of L. E. insurance. Ours is a pure life insurance, made by assessment, and pays only death (but death from cause, whether by accident, sickness or any natural cause) and every locomotive engineer should carry it, but we do not insure against injury, unless it results in total disability or death.

I find that from nine to twelve of every thousand die yearly; that one in seven or 145 in a thousand are injured. In the face of such facts as these, the need of indemnity against injury is one that is felt by every railroad man, and especially by men of our own calling, who daily take great risk of life and limb, and whose provision against the day when they are driven by accident to spend weeks and perhaps months upon a bed of injury, with income stopped as its result, is a duty we owe to ourselves and to our dependent families. Hence, I do not regard carrying of accident insurance as a betrayal of our own noble Order, and the protection which it throws around us, and the aid it extends to our families in case of death or disability.

But, now for my investigation. I had seen several of these anonymous circulars, a copy of which I published in your article, and I find that the Post, to whom the letter of the State Auditor of Montana, was addressed, is the special agent of the "Standard Accident Company," of Detroit, an Line Stock Company, who are circulating these circulars only in Montana but all over the country. We aimed ostensibly at the Railway Officials and Conductors' Accident Association, it virtually is an attack against all assessment insurance, our own as well as others.

Having other business in Indianapolis, I made inquiries about the Railway Officials' and Conductors' Accident Association and heard so much in its favor, that I took the bull by the horns, and called at their office, well loaded with questions. I must say that I was surprised and impressed with the spirit of candor and fairness with which inquiries were met and answered. I was permitted to examine their books and records, and I find:

1. That it is an assessment company, like our own.
2. That it does business as an assessment company.
3. That, being an assessment company, of course it has no cash capital.
4. That they do pay a specified sum in case of death or disability, as the face of their policy clearly shows.
5. That since their organization, every claim has been settled in full within thirty days after receipt of proof, and usually within twenty-four hours. They do not take 200 weeks to pay a claim.
6. That no claim has ever been discounted, or promised or contested, and the company has never had a law suit with any of its policy holders or anyone else.

7. That they are abundantly able to meet every claim and demand made upon them. And it may be inferred from the assertion of these anonymous circulars that they charge as much for their insurance as the (so called) solvent stock companies, that this in itself is proof of their conservatism and solvency.

8. That this company has never as yet applied to do business in Montana, hence the circulation of this letter outside of Montana seems a piece of unwarrantable trickery and is designed to blind and mislead wilfully. The R. O. & C. A. A. is, however, doing business in seventeen States, so they showed me.

I feel assured that any railway employé, engineer, fireman, brakeman, or section hand will be treated with equal courtesy as myself, for I find that in the Association every branch of the railway service is represented and taken care of, it forming a sort of natural ground for all to meet upon.

Not being satisfied to rely alone upon the inquiries which I intended to make in Indianapolis, I wrote to a number of persons whom I found had been injured, and who carried insurance with the R. O. & C. A. A., and in every case received assurance of the fair and liberal treatment given by the Company. Here is a sample of the answers I received;

LA FAYETTE, IND., March 15, 1890.

Mr. Richard Ash:

DEAR SIR: As my husband is not able to write, he requests me to do so. My husband was hurt last October 24th, and was insured in the Railway Officials' and Conductors' Accident Association, from which he has received \$10.00 indemnity for every week he has been hurt, and he can recommend this company to any one, and he says that he knows that it will do just what it says. My husband is in a bad shape and we fear that he will not get up again. My husband is a Brotherhood man; belongs to 208, Brotherhood of Locomotive Engineers, Springfield, Ohio. He was running the steam shovel for the L. E. & W. R. R., when he was hurt; he was down by the machine, repairing it when the bank caved in on him: breaking his left leg and also hurting him inwardly, from which he had been confined to his bed ever since. With our best wishes, I close, hoping to hear from you again.

Mrs. John Fry,

64 South Third Street, LaFayette, Ind.

As will be seen, Bro. Fry has received his indemnity of \$10.00 every week since he was hurt, and was still receiving it at the date of this letter, twenty-two weeks afterward; nor was he compelled to wait for it in a lump, but it came to him weekly, when he needed it most, probably. It can be seen what a good assistance this system would be to a man who had been unable to save up against an unlucky day.

In conclusion, I would like to ask every railway man why all the Old Line Stock Companies are fighting this Assessment Association, which is essentially a railway insurance. The reason is plain, it is taking their railroad business away from them, and is wonderfully successful in doing so, and when a man is hurt he usually "squeals." I, for one, am perfectly satisfied, and propose to stand by it, and am not afraid to put my name to back my opinion.

Yours, fraternally,

Richard Ash, Member Division No. 79.

It is evident that the imputations cast upon the Railway Officials' and Conductors' Accident Association were inspired by the agents of rival companies, and the purpose was to injure said association by having it appear that it was not conducted upon safe and prudent business principles.

In this connection we desire to state that we have been personally and intimately acquainted with Mr. L. D. Hibbard, President of the Association, for the past fifteen years and we know him to be an honest, upright and honorable gentleman, and the fact of his being at the head of the association is sufficient guarantee of its stability

and integrity. Mr. Charles T. Brown, who has charge of the mechanical department of the association, is, and has been for a number of years, a member in good standing of the Brotherhood of Locomotive Engineers.

In making this statement we are animated by no other purpose than to see justice done, and this, we are confident, will be appreciated by those who are interested and desire to know the truth in the matter.

A CORRECT VIEW

"A railroad official," says the Indianapolis *Journal* of a recent date, remarked when speaking of the numerous accidents of late, that it was largely due to the mania for cutting down expenses. Salaries are cut down until thousands of good men are leaving the service to go into something more remunerative, and these places are usually filled by young men, some of them not out of their "teens." Especially is this true in telegraph offices. At way stations as soon as a boy gets so he can send a message he is given a position at some small station, where often it is as important to get an order off promptly as at larger ones. A mistake of one word often costs a number of lives and much damage to property. Then, again, men who are careless are not properly punished. He cited a case where, through the forgetfulness of a young operator, who was in the train-dispatcher's office, there was a collision, and three lives were lost, and \$40,000 damage done to equipments. The dispatcher was, of course, discharged. In less than a week he was in the train-dispatcher's office of another important road, and is there now, and boasting that it was a fortunate thing for him, as he is now getting \$15 a month more than he did on the road from which he was discharged. In addition to this there is gradually creeping into the train service a class of men that are reckless and less intelligent than those who have been dropping out. He said that he was satisfied that the time had come when more care should be exercised as to the ability and character of the men who are given responsible positions, or, in fact, employed in any department of railroad service, as carelessness on the part of any employé might lead to loss of life or serious injury."

No more truthful statement upon the subject of the course of many railroad accidents, has made its appearance in print for a decade. Railroad officials have been anxious to reduce wages that they might increase dividends, and with reduced wages, efficiency, integrity and all else that attaches to the safety of trains has been studiously ignored. The public is waking up to such grim facts and confessions are coming forward. The "nobody to blame" dodge is about played out.

THE BROTHERHOOD OF RAILWAY CONDUCTORS AND THE SUPREME COUNCIL OF FEDERATION.

Federation is gaining strength continuously. From the start, there has never appeared in print a logical objection to the federation of the various organizations of railroad employes. There has never appeared anything, having the semblance of argument, showing why federation should not be adopted by such organizations. The facts, the logic, the *rationale*, the wherefore and the reason why, have all been in favor of federation. As a result, the more federation has been discussed, the more firmly has the conclusion been established that federation is the *one thing* needful, the *one thing* desired to solve the vexatious problems forever confronting railroad employes.

In saying this, we are not unmindful of the fact that, here and there, have appeared objections relating to details—minutiae—but never an argument, nor anything approximating an argument, in opposition to federation. Under such circumstances it is not surprising that federation, once begun, has not only held its own, but has moved forward in conquering power.

In this connection, and in demonstration of what we have said, we introduce the following Circular Notice of the International Brotherhood of Railway Conductors:

THE GRAND DIVISION OF THE INTERNATIONAL
BROTHERHOOD OF RAILWAY CONDUCTORS.
OFFICE OF THE GRAND CHIEF.
TERRE HAUTE, IND., MARCH 25, 1890.

To all Subordinate Lodges:

BROTHERS AND BROTHERS—You are hereby officially notified, that in pursuance of the action taken by our First Annual Convention, the Brotherhood of Railway Conductors, through its proper representatives, made application to the Supreme Council of the Federated Orders of Railway Employes, and it gives me pleasure to announce that the said Brotherhood of Railway Conductors has been regularly admitted to said federated body, and now constitutes an important part of said organization, which embraces the Brotherhood of Railway Train Men, the Brotherhood of Locomotive Firemen and the Switchmen's Mutual Aid Association, as well as our own Brotherhood. Official announcement of the foregoing will be made in the official journals of the several organizations. The Brotherhood of Railway Conductors is now in perfect alliance with the best organizations of the times and its success is no longer an open question: all that is required is for each member throughout our jurisdiction to enter vigorously into the campaign that is now going forward and which will end only when the banner of the Brotherhood of Railway Conductors floats in triumph over every railway system in the land. Fraternally yours,

Attest: G. W. HOWARD, G. C. C.
D. J. CARR, G. S. & T.

The federated Brotherhoods, now stand as follows:

THE BROTHERHOOD OF RAILWAY TRAINMEN.

THE BROTHERHOOD OF LOCOMOTIVE FIREMEN.

THE SWITCHMEN'S MUTUAL AID ASSOCIATION.

THE INTERNATIONAL BROTHERHOOD OF RAILWAY CONDUCTORS.

These four Brotherhoods now constitute the SUPREME COUNCIL of the federated orders, which is animated by the *supreme* desire to remove, as far as possible, every obstruction to progress and prosperity, in the pathway of the organizations of railway employes.

THE INTERNATIONAL BROTHERHOOD OF RAILWAY CONDUCTORS, under the leadership of the gallant and far-seeing Col. G. W. Howard, saw that Railway Conductor needed *protection*, something they had never secured, and as a result, the Order has made the most flattering progress. The organization responded to a crying demand and its growth has been equal to the most sanguine expectations of its friends. From the initial movement, to the present, the BROTHERHOOD OF RAILWAY CONDUCTORS has displayed pluck and courage. Opposition has made the more aggressive, developing staying qualities of the highest order.

Everything possible to be done by the older orders in the federated compact, to help on the Brotherhood of Railway Conductors, should be done with a hearty good will, and we are satisfied will be done. The Lodges of all the federated orders should lend a helping hand to build it up and extend its beneficent sway. In this way, this helping one another, this watchful solicitude for each other's welfare, means, when the trials come, victory for the right.

All correspondence should be addressed to G. W. Howard, Grand Chief B. of R. C. 121 South Thirteenth street, Terre Haute, Indiana.

The *Journal of Knights of Labor*, published at Philadelphia, gets off the following:

The railroad monopolies come in for their full share of the cursing which is leveled at monopolies these days. Yet they are not "sinners above Israel." The Standard Oil Company is denounced more vigorously than almost any other one monopoly. Yet, on behalf of the Standard, it can be said with truth that the public get a better article of coal at less than half the price than they would get instead of the Standard, there were some hundred or two competing concerns. Monopolies are bad but they are not bad for the reasons which are advanced so frequently put forward. If we could abolish the monopolies to-morrow, and substitute competition for them, we would find before the end of the week that we had done a foolish thing. Let the monopolies, the trusts and the syndicates grovel; they are teaching the lesson the world must learn. Competition is doomed, and, when monopoly is overthrown, it will be, not to return to competition, but to take further steps in the direction of nationalism.

It is not to be presumed that such utterances reflect the sentiments of any considerable number of Knights of Labor, or of the Grand Master Workman of the Order. If, on the contrary, the *Journal* does reflect the sentiments of the Order of which it is recognized organ, its opposition to Corbin rule is something of an enigma.

THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND THE WESTERN RAILWAY.

Under all circumstances the Brotherhood of Locomotive Firemen has done its best to solve such problems as have been forced upon its attention. It has not sought to evade nor postpone their solution. It has made no claim to infallibility, but has studiously and conscientiously sought the best way to achieve success and maintain the prestige and dignity of the Order.

Its record is before the world. To say that it presents no imperfections would be equivalent to saying it had been managed by infallible men, but to say that its record exhibits a fair comprehension of needs and of prudent methods to secure them promptly, and in the largest practicable measure, is without an element of bravado. It is simply unadorned fact, and in proof of this we take no little pleasure in introducing the following highly complimentary article from the *Western Railway*, of March 15, published at Denver, by Cy Warman, Esq., than whom no man on the continent is in a better position to know whereof he speaks. Bro. Warman captions his article "Fire Eaters," and says:

Probably no organization of workmen is more highly respected by the management of railroads than the Brotherhood of Locomotive Firemen. Firemen as a class, are sober, intelligent and industrious men; men who are working hard for promotions trying to better their condition and fit themselves for the responsible positions of engineers. The Grand Officers of the B. of L. F. are deserving of much credit for the condition of this brotherhood. Frank P. Sargent, the Grand Master, is a man who commands respect wherever he goes. Eugene V. Debs, Grand Secretary and Treasurer, and editor of the *Firemen's Magazine*, is one of the brightest writers in America to-day. All this being true, we feel safe in guessing that the wild ravings of the little faction of fire-eaters who are striving to annoy Brother Debs in this "neck o' woods" will amount to nothing. The *U. P. Employees Magazine* is sweating blood over the "Supreme Council" which met in Chicago last summer. A delegate to the last convention held at Atlanta in 1887, speaking of the action of the Council said to us a few days ago, "The Supreme Council did exactly what the Convention authorized it to do." The gentleman we refer to is J. W. Hardy, of Salida, Colo., and he ought to know. Our belief is that the little band of firemen who met out west a few weeks ago, tried and condemned the grand officers of the B. of L. F. were all wrong. The one great trouble with labor organizations is that they have too many champions; men who work one day and rest six days out of every seven. The Brotherhood of Locomotive Firemen will look a long time before it finds another Debs. They only come one in a box and there was only one box. The *U. P. Magazine* talks about Debs "playing into the hands of the enemy—the corporations." Employers should try to grow out of the idea of regarding their employees as their enemies. The corporations could not exist without labor, and laborers would have nothing to do without the corporations.

The editor of the *Firemen's Magazine* would have to be something more or something less than human if he were insensible to the exceedingly kind and complimentary allusions to himself which appear in the foregoing article, and were it not for the fact that they have a direct bearing upon the

record made by the Brotherhood of Locomotive Firemen, our modesty might be too severely taxed to permit their reproduction in the *Magazine*. But coming as they do from Denver, penned as they were by a staunch friend of our Brotherhood, and designed as they were to set the Brotherhood right in the eyes of all honest, impartial men, we give our readers the benefit of them, and take this occasion to say to Bro. Warman that he has challenged the largest possible measure of our ability to appreciate a generous act.

We have never lost faith in human nature. We have never doubted the final verdict as to the course pursued by the *Firemen's Magazine*. We have fought for the right only when the alternatives were, fight or run away—only when every interest of the Brotherhood demanded unwavering, unflinching loyalty to the Brotherhood. On the defensive until all honorable men cried shame! But, when gentleness, persuasion, concession and compromise were repaid with insult and wrong, we changed the programme, and results have justified the policy. Our demand has been *peace with equality*, nothing more, nothing less—and the day has dawned—obnoxious laws have disappeared, and the flood tide of fraternal feeling is flowing. Federation has come and it has come with untold blessings. It has come to stay, to grow, to expand. It will be like the banyan tree, and under its ample shade all the railway brotherhoods will yet find shelter and security. The outlook is cheering. We congratulate all the brotherhoods. We would fold every battle-flag and hush to silence every war drum. We realize there is a good day coming. We fancy we can see the streaming lights along the horizon. We welcome with all our heart every inspiring omen.

COMMENTS ON CORBIN.

The trainmen on the Philadelphia & Reading road are said to be considerably exercised over what they call the "whisker order." Nothing has ever happened on the road which has created so much comment, and the trainmen are denouncing the order in unmeasured terms, but it is thought they will obey it. The obnoxious "whisker" order was first sprung on the men about a year ago, and then so much dissatisfaction manifested itself that the officials decided not to enforce it at once.—*Exchange*.

Czar Corbin swears he will have "no hair apparent" in his Russianized kingdom.

Prince Whiskersoff has been charged with the important duty of inspecting the lather used in Czar Corbin's barber shops.

Prince Bonzano, of the Razoroff family, in connection with Grand Duke Shavemoff, will have charge of Czar Corbin's barber shops.

Count Brushiwiski has been imported to act as a Barber Pole on the Philadelphia & Reading, and will be stationed at Bound Brook.

Czar Corbin has issued a ukase, that all dead serfs shall be skinned and their hides tanned for razor strops. Baron Skinemoff will have charge of the business.

Czar Corbin contemplates shaving his serfs by contract, and if possible, by machinery. General Spokeshavemquickski will submit his invention as early as practicable.

Czar Corbin has conferred upon General Baron Buttonyourcoatka, a distinguished Tartaremtipukeldiski, the important duty of inspecting buttons and button-holes on the Reading. The Baron is said to be a severe disciplinarian, and the serfs can expect no mercy from him.

No more important appointment has been made by Czar Corbin than that of Count Moustachio, a distinguished don Cossack, whose duty it will be to scalp such serfs as refuse to be shaved and keep their coats buttoned close to their chins. On great occasions Czar Corbin will appear in public adorned with scalps, well calculated to strike his serfs with wonder and terror.

Throughout Czar Corbin's Russianized dominions there is now great consternation. His serfs are completely terrorized. They are apprehensive of more decrees. What they will be no one seems to know. The blacksmiths are busy, and the fear is that branding will be the next thing in order. It is surmised that the autocrat will brand men, women and children, or command that hair shall disappear entirely. It is possible that only one-half of the head will be shaved, or that the decree will provide for rings in the nose, or an iron band around the neck. Time will tell. That more degrading orders will be issued seems to be a foregone conclusion, and in the meantime workmen of America can contemplate the picture of degradation at their leisure.

To labor organizations, and to thinking workmen, the fact that the question of labor has invaded the church as well as legislative halls, cannot fail of being a source of satisfaction. Cardinal Gibbons, who represents the Roman Catholic Church in America, has recently written a magazine article, in which, among other things, he says:

Labor has its sacred rights, as well as its dignity. Paramount among the rights of the laboring classes is their privilege to organize or to form themselves into societies for their mutual protection and benefit. It is in accordance with natural right that those who have one common interest should unite together for its promotion.

Our modern labor associations are the legitimate successors of the ancient guilds of England.

In our days there is a universal tendency toward organization in every department of trade and business.

In union there is strength in the physical, moral and social world, and just as the power and majesty of our republic is derived from the political union of the several states, so do men clearly perceive that

the healthy combination of human forces in the economic world can accomplish results which could not be effected by any individual efforts.

Throughout the United States and Great Britain there is to-day a continuous network of syndicates and trusts, of companies and partnerships, so that every operation, from the construction of a leviathan steamship to the manufacture of a needle, is controlled by a corporation.

It is well for the church to entertain such views, but whether it does or does not, labor is going to organize, and it is going to federate, and it is going to do away with certain forms of cruel injustice. The struggle is approaching. Having done away with negro slavery, it is not in order to introduce white slavery. It is being done. It is being over-done. The masters are becoming altogether too insolent, too autocratic, too overbearing. They will be wise, if they hesitate. The house is becoming sadly divided against itself. In the United States workmen are going to have three square meals a day, decent houses and decent clothes, and don't you forget it.

EX-SENATOR VAN WYCK is credited with saying that "one hundred thousand English laborers met in Hyde Park, with banners flying, bands playing and free speech as to their wrongs and oppression, with no bayonets in sight, no Pinkertons there. The English Monarchy would not dare insult and invade the rights of Englishmen by importing armed foreigners as a police force. That outrage could only be tolerated in the American Republic. One hundred thousand laboring men struck and met on English soil to deliberate without menace or threats from a power whose navy rides on every sea, and whose flag floats through all the world, but England feared her determined, intelligent toilers, who for centuries have been seeking their rights. The haughty nation yields to her fears what she has stubbornly refused to the dictates of humanity, the pleadings of justice." What is the significance of such statements? Are the London dock laborers more intelligent than American laborers? Is a strike in England to be lauded, and a strike in the United States to be denounced? Is the Government of the United States so much more centralized than that of England, that here despotism can be practiced without revolt? There are in the United States instances of labor wrongs as glaring as those which made the dock laborers strike, and which, if not corrected, will result far more disastrously to society. When the dock laborers struck business was paralyzed. They are said to be the lowest order of English workmen, but when they struck they expanded to proportions of peers of the realm. After a while the common laborer will learn his power and then concessions will be made which may prevent strikes.

CORBIN'S WINE AND WHINE.

Austin Corbin some time since visited "Yurup." He doubtless visited Russia and Turkey, to learn how the Czar and Sultan treat their serfs, and thereby obtain new points to be adopted from time to time in the management of his mine and railroad employes. While abroad, it appears that Romanoff Corbin invested some of his ill-gotten gains in wine, as shown by a Washington special:

AUSTIN CORBIN'S STOLEN WINE.

WASHINGTON, March 22.—Special Agent Whitehead has made a report to the Treasury Department in regard to the complaint of Mr. Austin Corbin of the loss of a portion of wine imported by him while the same was in the public storehouse under Government control. He controverts Mr. Corbin's statement in several important particulars, and speaks of the impossibility of customs officers making a personal inspection of each package imported to see that it meets the terms of the invoice, and in conclusion he resents the imputation that public storehouse officials are given to stealing.

The probability is that Austin Corbin conceived a scheme for robbing the Government. For instance, the knave could have purchased a cask of the capacity of sixty gallons, into which he put thirty gallons. For a small fee a European knave could have been secured to "doctor" the invoice, and arriving in New York, Corbin could show his invoice for "sixty gallons," and show that only "thirty gallons" were in the cask. This done, the knave could claim that a portion of his wine had been stolen by Government employes. If he could carry the scheme through he could make the Government pay him for thirty gallons, upon which he could place a fictitious price, thereby getting his thirty gallons for nothing, and pocketing a nice sum besides. That is Corbin's style. The fraud is of the same character as his doctored reports in regard to anthracite coal, which were exposed, demonstrating that Corbin is a knave.

CAPITALISTIC LITERATURE.

The *Capitalist*, a handsome monthly, edited and owned by Mr. J. E. Ewing, the energetic and successful proprietor of the *Financier*, is one of the latest candidates for public favor in moneyed circles. It is issued in rich and tasteful form, as befits its name, and bears upon its face the promise of success.

The foregoing announcement we clip from an exchange. The *Capitalist* ought to be "handsome," ought to be "issued in rich and tasteful form, as befits its name." Nothing less would be tolerated by capitalists. If its pages were gold leaf the *Capitalist* would be all the more acceptable to the millionaire. The *Capitalist* will talk bonds, stocks, loans, interest, investments and dividends. It will talk of banks and bankers. It will advocate trusts, pools, syndicates, monopolies, and probably, corners. It must be true to its name. It must do this to be "handsome" in the eyes of its patrons. Its contents must be as "rich and tasteful" as

its "form." The *Capitalist* could consistently advocate the importation of Chinese and contract laborers from Europe. Why not? By working cheap, they swell the fortunes of capitalists, help to build the colossal fortunes of those whose greed increases as their fortunes grow. Austin Corbin is a capitalist as well as a culprit. He is a rascal as well as a rich man. There are others of his tribe. The *Capitalist* will never say a word for workingmen; never a word for better wages. Capitalists, as a class, never did. We should like to see a copy of the *Capitalist* just to note how correctly we have diagnosed its infirmities.

WHO ARE THE HEROES?

Let others sing of Bludsoe, Bradley, Guild—
Well they deserve kind memory and a tear—
But he who holds his manhood undefiled,
Loyal to lowly duty, is their peer.

Are there no living heroes? Must men die
To be accounted noble, true, and brave?
Are all the laurel wreaths woven to lie
On pale, unconscious brows, cold in the grave?

Is there no meed of praise to him who stands
True to his humble post, whose eye unclosed
Foresees the danger, and whose faithful hand
Holds free from harm the sacred trust imposed?

To go when duty calls from fireside warm,
To walk the track with ever watchful eye,
To bear the redlight through the driving storm,
Or stand to brakes when sleety crystals fly:

To hold a lever and to watch a gauge;
To set a switch or give a signal true:
To tap a wheel or drive a spike—a sage
Might call these trifles—but do you?

Let one of these be slighted, only one—
These daily duties of ten thousand men—
And somewhere comes the crash, the shriek, the
groan,
Somewhere the roll of death is called again.

I cannot think the smoke of martyrdom
From burning wrecks of human life will rise
The sweetest incense that shall ever come
From off the altars of our sacrifice.

I cannot think that He who said "well done"
Unto the one who in "few things" was true,
Will lightly hold us from sun to sun
We faithful prove in that we have to do.

Give honor to the martyrs—those who fall—
And, falling, have their crown of glory won:
But honor, too, the living heroes, all
Who, living, lay no duty down undone.

All reverence for the dead. Let anthems ring
Above their graves, and peaceful be their rest.
This honest tribute of respect I bring
To every man who does his level best.

Thomas B. Appleget.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month

Changing the Name of Our Order.

MOOSE JAW, N. W. T., March 17, 1890.

MR. EDITOR:—The discussion still goes on, and I am not yet converted to the change of name. While I admit that our present name does not cover all our membership, as we include hostlers and engineers, and that it is no one's business but our own if we make the change, and the members of the B. of L. E. would not have any reason to kick at the change, but I know that a great number would make capital out of such a change, and some who are not too well disposed towards the B. of L. E. would make it an excuse to widen the breach, and we have had enough of wrangling. If we cannot work together and in harmony, the B. of L. E. and B. of L. F. might as well throw up the sponge as neither one can do much without the other. Can we not afford to do business under our present name and so show to the B. of L. E. that we are not desirous of making strife? It is not my purpose at this writing to review the past as Bro. W. E. Burns has done, though I may refer to past events. Bro. Burns says he is personally acquainted with many good men who have withdrawn. I take it that he means engineers, as he says they joined the radical element of the B. of L. E. in discouraging the new firemen from joining our ranks. If they did, then the B. of L. F. is well rid of them and I am the "young hero" who says "let them go," as they would be nothing but a burden on the B. of L. F. were they to stay. Their principle is not broad enough to allow them to benefit the cause of labor. Bro. Burns says that the life of our Order was threatened by the B. of L. E., and that they could have destroyed the usefulness of our Order in the course of five or six years. Now, Mr. Editor, they could not have done it more effectively than they destroyed the usefulness of the B. of L. E., at least on the C. P. R. R. system in less than five years. I gave facts to prove this in the August, 1889, number of our *Magazine* which have not yet been contradicted, and the ultimatum for the B. of L. E. was, change the obnoxious law or burst. Well, it was changed and a wonderful change is visible in this system. At every B. of L. E. meeting new members are made which goes to show that our members were anxious to join the B. of L. E. when a way was made for them, and I hope the B. of L. E. and B. of L. F. may work in harmony on all railroad systems as they are doing on this one system, then we may soon hope for universal federation. On a recent visit to the eastern country I was more than ever convinced that as a labor organization we could not well afford to change the name of our Order. I met with so many locomotive firemen, non-Brotherhood men. The words of Bro. Harry Walton in Toronto convention came forcibly back to my memory—words which he spoke against raising our insurance from \$1,000 to \$1,500. He said that we would drive a lot of poorly paid firemen out of the Firemen's Brotherhood, and we have done it. Now, as I have before said, I want to see a Firemen's Brotherhood that every white fireman on this continent can afford to hold membership in without injury to himself or family. In short, I believe that there should be a Brotherhood for engineers and one for firemen, and not two rival institutions, and I am still on record as against the change of name. District representation is a matter I would like to see discussed in our *Magazine*. I am now opposed to it for various reasons which I shall not state at this writing.

Yours, for the B. of L. F.,
Chas. Unwin.

MY AMBITION.

Oh I want to write a poem,
Full of ease and grace;
Oh I want to climb the dizzy heights,
That mark the poet's place.

Oh I want to write a poem
With such brilliancy unfurled,
That will cause to pause in wonder,
The critics of the world.

Oh I want to write a poem
That will make the earth resound
With praises of the gifted one,
The poet newly found.

Oh I want to write a poem
In rich ecstasies replete,
With mystic enchanted visions,
So beauteous, soft and sweet.

Oh I want to write a poem
Full of passionate fire,
Enrancing in its verses
As the music of the lyre.

Oh I want to write a poem
Like Edgar Poe or Dante;
At midnight dream I oft have tried,
And I don't see why I can't.

Oh I want to write a poem
That through coming years shall last,
And shall mark for generations
The genius of the past.

Oh I want to write a poem.
But alas the muse has flown.
Ere the variety of poems
That I wish to write is known.

Alas, departing is the muse.
I list as his footsteps fall,
They tinkle on the oaken stair,
Faintly echo through the hall.

I cry, O muse inspire,
Inspire me to write.
He softly says and ne'er looks back,
I'll come again, good night.

BUTLER, IND.

G. L. Plaster.

RATON, N. M., March 20, 1890.

Editor Locomotive Firemen's Magazine:

St. Patrick's night, March 17th, 1890, is one long be remembered by the people of Raton, N. M. as a night that Kit Carson Lodge, No. 257, gave the third annual ball. The hall was elaborately decorated with banners, mottoes and colored lights. Precisely at 9 P. M. the grand march was begun. Bro. Chas. Miller, who also was chairman. A graceful couple was Mr. and Mrs. Miller. The music was furnished by the Santa Fé military band which the best in the country. The kindness of the officials will never be forgotten as they did all in the power to make it a success. Mr. Bruce, our Master Mechanic, was transferred a few days before the dance came off, and sorry the boys are to see him go, for he is a thorough gentleman. Our wish that he has got a better position for he deserves it, he is a good man and the firemen's friend. The ringing hour of midnight, all went to the Dep. hotel where a delicious and bounteous supper was prepared by the proprietor to which all did justice, and as the band was also refreshed and got plenty of steam, we all retraced our steps to the ball room and kept up dancing till all were tired, and all said that it was the best dance of the season. The committees were nearly all tired out, and well they might be. But nothing could tire our Master, who said, this is the night the tallow pots celebrate. Also Bro. Campbell (Oh how sorry I am that I cut rates did not help you. Now Jim don't blush who wore his colors in great shape. Also Bro. Summers, who was in every place and did all in the power to make it a success, and all of the boys, non-Brotherhood as well as Brotherhood, who had taken an active part, deserve great credit. The whole of the entire house was that we should give balls more often. Hoping to meet again at our next, I remain

A. R. Cullen.

I Object!

MR. EDITOR: It is not my wish to criticise the editorial work on the *Locomotive Firemen's Magazine*, for I know it is honestly and faithfully done, and I can speak from some experience of the difficulty of editing to please all. But as a reader, a well wisher, and a worker (as Bro. Debs can verify) for the great number of readers, men and women too, "I object" to the use of the initials p-d—q—in a letter from a person who tells what he would do if his wife flirted.

Swearing is rude, vulgar and LOW in any and all places. Slang is not elevating but degrading. A man may in haste, or excitement, or sudden impulse utter an exclamation, and be reasonably excused, but a man who deliberately writes out letter by letter an oath, a profane saying, or a slangy profane quotation, and that too in the connection with Woman's Department, is morally unfit to associate with any pure and good woman. It is evidently not a matter of lack of knowledge, for the rest of the letter shows that the writer is no fool, although writing in a sort of burlesque. Yet I believe if he has a wife, that he has a kind heart, and I'll bet a year's subscription to the *L. F. M.* that he kisses his wife ten times to his using such language once in her presence, and if he is half what I give him credit for, he never in his life used words of equal import to his slang, profane initials quoted above to his wife directly since he was honored by her association as his wife's.

The habit of such utterances grow with too many to be almost unnoticed. Woman is quite too choice, to tender to be cursed by any man, and I hope her mothers, wives and daughters as well as the expectant wives of "the boys" will all be free from pollution in the future of the pages of such a medium—and that no girl will say "yes" to a man who so disgraces himself as to profane God's name. Such a man is not to be implicitly trusted anywhere. A Yankee Engineer.

TRENTON, March 15, 1890.

MR. EDITOR:—I have just got through reading my March number of our *Magazine*, and must say that it is about the greatest phenomenon of the press. I will wager most anything, from a pick with a handle on, up to that John L. Sullivan could stay in the ring as long against so many adversaries, and do as much hard hitting successfully as seem to have done in our March number. I am pained indeed at the stand Bro. Frank Walton takes in regard to the actions of our grand officers in the federation an accomplished fact instead of a mere talked of, and surely think he is mistaken in ideas as to the "right or wrong" of your action publishing that letter. Did not he know the *Editor of our Magazine* better than to think he would idle and play with his thumbs, while such work was going on? Indeed, I am surprised that you let it pass off so lightly. I had given Bro. Walton credit for a deeper sense of right and justice, as I count him one of our best and most honest members. It comes Bro. Burns, the long headed logical? E. B., with his well-written article, so well calculated to deceive a great many of our boys who don't seem to be "on to" the "wire-pulling" and "log-jacking" of the Chicago and Denver "gangs," practiced at the conventions, especially Philadelphia, to understand just why Bro. B. could "retrospect" and "signs of deterioration and decomposition as to the very life of one of the grandest orders we have ever shone on. Let me ask Bro. B. who it was that tried to their utmost endeavor to wreck our Order, rather than see things go contrary to their will at Philadelphia. What were the signs of disorganization so conspicuous to the eyes of Bro. B. that no one else could see them, unless it were some other person looking through the jaundiced spectacles of old schemes and unrequited hopes, such as so many experienced at Philadelphia. I can assure Bro. B. that we all are anxiously waiting with bated breath the dissection and vivisection promised by the editor of the *Magazine*. Please Bro. B., for the sake of the Order universal, temper the winds of wrath to the shorn condition of the lamb about to be sacrificed. But let me ask you one question

Bro. B.; what would you have the editor of our *Magazine* do? Sit still and take all the insults and abuse heaped upon us by the B. of L. E. et al. without so much as the lifting of a finger of resentment? Or would you not rather see him act the part of a manly man, and take up the cudgels of defense and offense. If necessary, and lay about him right and left until there is not a foe man left worthy of his club or pen? Why cannot the brothers who want to find fault and kick take time to post upon their subject before letting their feet fly, as does Bro. T. P. O., R. and others? Your lines in brackets, Mr. Editor, quoted from Byron contain the whole gist of the matter. Poor Bro. W. S. Carter, of No. 231! It is a shame to impose upon a little fellow in his first attempt at journalism, and leave his "poor helpless form, etc., etc., etc., all of which you were the author." Bro. C. says he has "come to stay." Come to stay, what for—to whine and beg for your favor? It would seem so, but just remember one thing, Bro. C., when you write, "Phillippies (by the way are they related to tarantulas) you must expect some times to be flipped over the ropes. If you voluntarily undertake to carry a mule don't whine if you get kicked through the side of the barn. I am anxious to hear what answer Bro. George DeForrest will make to Bro. Cross's question. As for the editor of our *Magazine* barring anyone out of the columns of our *Magazine* I, for one, do not believe it. If any of the brothers through haste or lack of knowledge of their subject should write an article, which is false or conveys a false impression, it is the editor's place to set it right; that is a part of his duties. I think, and no one of us should be so unjust to him as to take fair, just, wholesome criticism for an "editorial stroke," which leaves us seared and withered upon the sands," etc. As for Bro. Cross, I would say, that the "fiery ordeal" through which he passed was not the scratch of a match to what should have been his for even alluding to the glorious B. of L. F. as a "breeding pen" to the B. of L. E. The idea! Of course, we cannot state exactly under what circumstances all men were raised, but for me I was legally born of woman, and have been raised to man's estate. Never even eat off of the floor, let alone a trough. If Bro. C. would rack his brain for some more fitting term to apply to the B. of L. F. than "breeding pen" he would probably have less time to indulge in hero worship towards Bro. Carter, and have no time to ask such senseless questions as: "Why is not the old *Magazine's* cover good enough?" Why can't the brothers write articles that are full of sound sense and good logic, such as the one written by Bro. A. H. Tucker. I'm sure I wish I could. Shake, Bro. Tucker, you express my ideas exactly. M. P.

I STAND SQUARE ON THE BOOKS.

I ain't much on a speech—I don't hanker for debate. I ain't popular in saloons, and I don't stay out late; And I don't propose to brag a bit about my clothes and my looks— But just bet your bottom dollar, I stand square on the books.

I've been a member of our Brotherhood just five years, to a day. And the collector don't have to hunt me up to make me pay.

I know when pay day's comin', and, happy as the brooks,

I just pay over my five dollars, and stand square on the books.

I give myself no trouble about the new name— Whether it be old or new, we'll get there all the same. But when I joined the Order, I said, "By hooks or crooks,

Whatever else might happen, I'll stand square on the books."

Standing square on the books, that's what seems to me

Should be to every brother the principal idee.

Standing square on the books; then if troubles come, The cupboard won't be empty in the fireman's darkened home.

Spot Cash.

LA GRANDE, OREGON, March 18, 1890.

Editor Locomotive Firemen's Magazine:

The new name is still open for discussion, and as I have done considerable thinking on the subject and had a chance to see and hear considerable, it does not seem out of place for me to give my opinion on the subject. So first let me state that I have seen this question canvassed in lodges, situated in the extreme East and extreme West of this country and have seen both engineers and firemen unite in the opinion that such a change was not necessary. Your reasons for such a change when reduced to the size of a nut shell are first: That the present name does not cover all our members. Second, that it will hold the engineers in our Order, and third that the brakemen changed theirs and why should not we.

Well, the brakemen *did* change their name. Possibly we know why, *probably* we do not; it was done at a secret meeting of their convention. So how much we know about it is simply a guess; then again, circumstances may be entirely different with the brakemen as compared with us, making it policy to make a change that to many of us seems entirely unnecessary in our Order.

You also say it does not cover all our members. Well, let us see what this reason amounts to. Our Order before the great strike numbered between eighteen thousand and twenty thousand, but I am of the opinion that it has *never* numbered the latter figure. Now during the strike from one cause and another we lost *about*, I will say, three thousand men, many of whom were members of both Orders and could not stand the expense during the strike; this reduced the number so that to-day we have *about* seventeen thousand men according to the last quarterly report I heard read in a Chicago lodge. This was before the engineers changed the clause in their constitution, since then you must admit that the accessions to the B. of L. E. at our expense are a number worth notice, for I am positive there were men East who wished to join them who were not able to bear the expense of both Orders—these men of course we lose; with these figures I therefore think that twenty per cent, or one in five is a very fair estimate of the engineers in our Order; of course some lodges in the West where salaries are larger may run over this estimate, but I think the East will cause a balance.

As to hostlers, would not two thousand cover the number in our Order? But, are the engineers, firemen and hostlers the only men in our Order? No sir, they are not. We have men who are in other positions connected with railroading; then a very influential class of men are those who are not at all in the employ of a railroad; it is this class of men who to day occupy many of the Lodge offices and are giving life and energy to more than one-half the dead divisions of our Order, and they are not to be recognized at all. Think you that it is possible to find a name that *will* cover *all* the members of our Order? I think it impossible and as our Order aims to benefit the greater number at the expense of the less and as I have shown by figures that the firemen are by all odds the greater number, then it appears to me the present name is appropriate.

Then again, has anybody considered the cost of a change of name? This, one of the first items every man should consider in any new undertaking, has not even been mentioned? Would from twenty-five to fifty thousand dollars cover it? Well it might, but I am telling you that a change of name will prove a very expensive luxury to the Brotherhood of firemen and a fine little sack full for some contractor. Consider the policies, *Magazine* seals and all other printed paraphernalia connected with the Grand Office and subordinate Lodges, and I think any man who felt the effects of the last strike will say if we have got any money to squander on a new name place it in some department where it will help lighten the expense of some poor devil who is firing an engine for thirty-five or forty dollars per month.

You think it will hold engineers in our Order? Well you made a mistake in thinking so before their constitution was changed. You are making *more* than a mistake now, for any right-minded, thinking

man knows that when he has run an engine for one year his interests are then with engineers, for of what interest to his line of business can a discussion in a firemen's lodge be? and is it not a shame, that because a man *dared* to withdraw from the firemen and join the engineers he must be laughed at, jeered at and insulted as he has been by a class of men who seemed to be writing regardless? think you it has helped matters? It has not; it only serves to disgust one when he sees the underlying thoughts and ideas of many of our brothers. The mean, low lived epithet of "breeding pen" was used some six months ago in connection with our Brotherhood and some of its members acknowledge that they like it. Well, Mr. Editor, it is hard to see anything appropriate in such a comparison, and the brothers might better cease using such language, for it matters not what is said men will still continue to leave the firemen and join the engineers when they are so qualified; it is the natural course of events and instead of sitting down and kicking because men do what they believe to be right, and what we will ourselves do at some future time, it would be much better to go at it and replenish our own ranks, this will appear more necessary when we notice our last quarter's expulsion list coming out in book form. As now I have finished my treatise on the new name and expect to get a good sound drubbing because my ideas are not just like somebody's else. I have also put in a word for the engineer that will course bring down the wrath of God upon me, but if any brother contemplates saying anything to him first remember that many of these self-same terrible engineers were at one time members of our own Brotherhood, and virtually our own brother so that what they have to complain of comes as were from a brother.

Fraternally,
(O. R. & N.)

TORONTO, ONT., March 10, 1890

Editor Firemen's Magazine:

At the regular meeting of Dominion Lodge, No. B. of L. E. held in I. O. O. F. Hall, March 9, 1890 after routine business was over, the lodge had the great pleasure of a visit from Brother F. P. Sarge Grand Master of the Brotherhood, who delivered most interesting address upon matters relating to the welfare of the Order. In the evening Brother Sargent gave us a thorough account of the work of federation. The boys of 67 consider Brother Sargent the right man in the right place, and that the members of Queen City Lodge, No. 232, are the Brotherhood men, and fully appreciate the generous manner adopted by the members in being with on the occasion of Brother Sargent's visit. All wishing Brother Sargent God speed in the good work he is doing, the meeting closed.

Federation

CHICAGO, ILL., March 11

Editor Firemen's Magazine:

I have been a constant reader of your valued publication ever since I have been a member of the organization. In your last issue I find a communication from William R. Stewart, giving a very detailed and graphic account of the fortune which, he lately befall Brother John J. Doyle, secretary of In regard to the truth of his statements I am unable to state. This much I will say, if Brother Doyle fallen heir to a fortune, there is no one more pleased than I. But enough of this. What troubles me is who can the person be that sent you the letter am the only person on the roll of 95 that lays claim to the name of William R. Stuart—not Stewart never have spelled it that way. Is the ashamed of his name, and does he want to hide identity with one of respectability? If this is case, it would have been more to his credit, at least have asked my permission. I certainly think it would be more manly, and to his credit, to assign his own name, if he has one, or keep quiet and think that the party concerned is one without principle, and hope he is not a member of 95.

Fraternally yours,
W. R. Stewart

THE SNOW DRIFT.

In a hollow where the icy blast
 Had laid it once so soft and white,
 When the clouds were chased away at last.
 It lay there sparkling, pure and bright:
 Fit emblem of a spotless birth.
 Unstained, it lay upon the earth.

But the trampling feet of passers-by
 Cast o'er its beauty many a scar;
 And the settling soot from chimneys nigh
 Fell there its purity to mar.
 A south wind's breath, a cloudless dawn,
 A sunny noon—the drift was gone.

To the hollow where the drift had lain,
 Close by the lofty maple trees,
 The refreshing drops of April rain
 Were borne upon the vernal breeze:
 And these with drops of melted snow
 Sank to the sleeping roots below.

It was there in that secluded place,
 'Mid emerald-colored tufts of grass,
 That the violet grew in modest grace—
 A gem that one could scarcely pass.
 Ah, what a change! Where drifts of snow
 Once lay, the smiling flowers grow.

And I think our hearts are like the spot
 Where lay the drift of sparkling snow:
 They were places once where not a blot
 Of wrong was there a stain to show:
 But contact with the sin of earth
 Has stained our purity of birth.

May the blackened snow that chills our hearts
 Be melted by the holy rays
 That the light of sacred truth imparts,
 That through life's ever changing days
 Some weary traveler, bowed with care,
 May pluck the rarest flowers there.

George W. Hall.

STANBERRY, MO.

GALVESTON, Tex., March 20, 1890.

MR. EDITOR:—In perusing the Brotherhood Department of the March issue, I note some things which call for comment and thought throughout an entire Brotherhood.

"N. Y. C." on page 255, gives vent to some expressions which call for investigation, and should be investigated by every member of the Order. One of these is, in speaking of electing delegates to conventions, he says, "By no means send a man who has been there before; instruct him well before he goes, so that he may vote for his Lodge and not for himself at such points, and you may get results satisfactory to the Brotherhood at large."

Oh, how beautiful a convention we would have if each and every Lodge in the Brotherhood would act on this suggestion. The North, South, East, West, Canada and Mexico, all sent with hands tied and eyes blinded by local interest, not allowed to draw conclusions on any subject at all, but go there instructed, sit there throughout the convention and kick, not in an undertone, but in a loud voice for everything the Lodge instructs you on; have no judgment of your own, do not try to draw conclusions from arguments advanced, but close your eyes to all you see and your ears to all you hear, and sit there like a stuffed dummy, and when the time comes jump up like a machine, and declare what your Lodge wants, and that you are going to contend for that until the last lights are put out, and you wend your way homeward. Do not under any circumstances give in, but contend for your instructions as your Lodge is the thing of paramount importance, greater than the Brotherhood, which quickened into life, and which can, for unbecoming conduct, cause it to cease to exist. But no matter, carry the idea of secession and loyalty to state with you, and make the same mistake General R. E. Lee made in the late rebellion. When asked how he intended to go in the event of secession, he said, "I don't know; it depends on how Virginia goes." Had the state of

Virginia cast her lot with the loyal states one of the brightest generals who ever planned a battle would have won fame for himself as commander of the Union Army, for his military tactics would have pushed him to that position, even as it did where he cast his lot. But the state of Virginia seceded and with it R. E. Lee seceded. His fealty to state was so great that his eyes were blinded to the fact that he and his state also owed a prior allegiance to his country, and one which should rank ahead of all considerations of loyalty to state or locality, and through that mistake he went for four years gaining a reputation which might be envied by any aspirant to military fame, and can cause us to say, oh that his eyes had not been blinded that he might have exerted that wonderful military capacity for the right, and live in the memory of the people without the blot of knowing that with all his intelligence and knowledge he had made one fatal mistake.

Send our delegates well instructed and you will be doing the Order the greatest injustice which could be perpetrated on it: for how do we, here in Texas, know exactly the demands for New York, Canada or California? or how do they know what would benefit us most? or how do any of us know what is for the common good of the Brotherhood as an Order? Not as much as many of us might think, I assure you; and the only judicious course is, elect men who keep themselves well posted on the requirements of their localities, and who can place the condition of affairs before the assembled Brotherhood in such a manner that they too can see, and seeing, acknowledge the justice of the claim presented. When you find such a man, one who has comprehensive power enough to decide what is best and what not, and one who can't be cajoled into anything, but who will draw his conclusions from what has been logically shown to be to the interest of the Brotherhood, as an Order, and when that conclusion is reached make up his mind to fight it out on that line, if it takes all summer, just elect him to the office and instruct him as my Lodge instructed me for the Atlanta convention, viz: "You are about to represent us at the convening of the Grand Lodge. In electing you to this position we attest our confidence in your judgment and discretion, and hope you will attend to the duties imposed on you faithfully, drawing your conclusions from arguments advanced, and attending strictly to what you deem is best for the general good of the Brotherhood. In doing this, you will be performing your part faithfully, and rendering the best services for Gulf City Lodge, No. 115, possible to be rendered." These were my instructions. I carried them out to the letter. It was my first convention, and when I arrived on the battle field I soon saw the wisdom of the Lodge in so instructing me, and every delegate who goes otherwise instructed will not be there forty-eight hours until he discovers the mistake of the Lodge giving him such arbitrary instructions.

All Lodges that contemplate sending instructed delegates might do well to get a phonograph and draw up their instructions and prepare the phonograph with them in numerical order and send it to the convention. It would do as well as to send a man with positive instructions, and it could not have its feelings hurt by seeing the dilemma in which it was placed, as a man undoubtedly would.

As to not electing a man who has been there before, I must say that is all bosh. If you have sent a man before who did not have mental calibre enough to take in the requirements of the time and place, by all means make a change; but if on the other hand the past delegate shows a superior ability coupled with integrity and loyalty, an unwavering disposition, and a sense of justice to all, why, I say, every time send him again, and yet again as his services will be better in each succeeding convention, as it requires the major part of the first convention to see what is required of him, and just when his usefulness begins to manifest itself you retire him to the back ground, relegate him to the rear, he loses his power for the general good, and becomes as a dead planet, of no value at all. By all means send the man whose judgment and brotherly feeling point him out as the man most eminently suited to the position, regardless of whether he has or has not been a delegate before, and in so doing

you will be performing the most good to the Brotherhood and paving the way to greater achievements than have marked the past history of the Order.

So much has been said regarding change of name and the invitation is still out to discuss the topic that I am constrained to add my mite to the contribution, and risk being stabbed to death with a ragged pen, and after so being mutilated to death, of being drowned in ink and smothered in paper. Three horrible deaths seem to stare me in the face, according to some correspondents, yet I risk them all, and knowing, as I do, the editor, I am inclined to think that after his criticisms are enumerated, I will still be a mighty healthy corpse. In the first place what are we to benefit by the change of name? I have perused about all that has been said on this topic by correspondents and the able editor, and from all of them put together I fail to see one fraction of an iota of good to accrue from it.

The editor and some correspondents say it does not express a fact as it exists, and we want a name to convey the whole idea, but I don't see what difference any of the proposed names could make in the standing of the Order in their dealings with railway officials.

It is true, we have firemen, hostlers, switch engineers and road engineers in our Order, but how could the change benefit them? Let us begin to argue:

First, Hostlers are usually promoted from firemen, this being the first step in the line of promotion. Assuming that in every lodge 15 per cent. are hostlers, or say 10 per cent.,—in "115" it is greater than either,—how could the change of name benefit them if they went out with a card looking for a situation? It would be no better as Locomotive Men, or Foot-Board, or Locomotive, or Locomotive Engine-men, than as Firemen, for the simple reason that not a solitary road that has so far come under my observation employs hostlers, but under all circumstances they are promoted to the position either in seniority rotation or on account of careful attention to duty. How, then, would the hostler be benefited by change of name? He would have to come down to the *scoop* in his change of place, and would be, in fact, a fireman.

Second, Switch engineers hold the second step in the line of promotion, and I have failed to find a road, in all my travels, where switch engineers are hired; they are always made from the ranks, the same as hostlers, and for the same reasons as given above, could not be materially benefitted by a card containing either of the proposed names, as they, in their change, would also have to bend their backs to the *scoop*—nothing but firemen. How do you suppose the change would benefit me? I am not a fireman here. I have been a hostler and switch engineer for a year and a half, yet if I should leave here to seek employment elsewhere, I would have to begin as a fireman again, and no change of name could create a change in that.

Third, Here comes the article where the shoe pinches. Young runners are engineers; they are no longer firemen; they have ascended the grade of promotion, and are sailing along on the top round of the ladder. Now, would our proposed change of name benefit them any? If so, I fail to see it. But perhaps I am color blind. Let us test my visionary powers. The change of name would express his position, as also the switch engineer's, but I decline to see that it expresses the others'. Hostlers and firemen are not locomotive men, or engine men, or men of the footboard in any sense in which I have ever heard it expressed. The name includes only the men who perform their duties on the footboard, and a fireman has not reached that height yet. He is of the deck; hence his name would be inconsistent, a misnomer. The name would then be expressive of the minority, and would cause jealousy in our own Order, beside coming in direct antagonism with another Order, the B. of L. E.

The engineer would have a name in either of those proposed expressive of his position, but what influence could firemen of the Order, employed on the road, have with a master mechanic in securing that runner a position as an engineer? Would any master mechanic in the length and breadth of the country, consider a fireman competent to judge as to the ability of a man to run an engine?

And would the recommendation of the fireman have much weight with the master mechanic in securing him a position on the footboard? I venture to say the weight would be much less than a ton; and all this is on the side of supposing that firemen would try to exert their influence with the master mechanic to secure their brother such a position; but it is wrong supposition, and with all its defects and lack of influence I suppose that ninety-nine out of every hundred would not do any such thing, but would look with jealous eyes on the newcomer, treat him coldly, and refuse to do anything whatever, or, if they did say anything at all, say it in such a way as to discourage the official from giving him employment as an engineer. The solution of this state of affairs lies in the innate selfishness of the human race. The fireman would look at the newcomer as an interloper. He would argue thusly: "If I do anything for him, and the old man gives him a situation, it just puts me so much behind, besides the B. of L. E. men, who will be employed through their influence, and to sum it all up I will have a hard road of it to ever get anything better than I have got at present." This is human nature, and while I admit that a very small minority are free from this selfishness, I contend that their influence would be so slight that it would not be any benefit to the runner seeking a position on other roads, and all of us would fall under the ban of the B. of L. E., and their influence, exerted against us, would be of no mean proportions, I assure you. And a hard row the runner would have who passed the limit of one year, and did not join the Engineers, and a harder time the second manipulator would have in ascending the grades road-bed and promotion.

As to our being in a better position to take care of our engineers under a new name, I must say I fail to see it in that light; it would depend altogether on the amount of interest the brothers took in the affair. It is fair to assume that nine out of every ten railway officials are aware of the fact that we have many engineers in our ranks, including the great majority of those who have not yet run a year, and we can, if we exert ourselves a little, do just as much for them under our present name as we could with any other we might choose to select. We ought the engineers to render us very material aid in such cases now; but just make a change of name that would imply that we had started an opposition Order—that we sought rivalry and I assure you, all we would get would be rivalry, and from their position they would have the best of the fight every time. What little harmony is now left would be wiped out, and chaos would take its place. I say, by all means allow the name to remain as it is, as we cannot possibly better it, for if we make a change it will not express a whole fact, but will have a narrow suit to the minority, while at present it suits the majority.

Let the engineers go to the Engineers' Order; it is the place for them. The B. of L. E. was organized for the purpose of defending engineers; of elevating their standing morally, socially and financially. It has done a good work, and its usefulness is not passed. It has much yet to do, and do we, with our ideas of protection and charity, now propose to lay obstructions in its way, to impede its march, weaken it by damming up the stream of your blood which is flowing in that direction? Oh, short-sighted bigots! Do you not see a yawning chasm before you toward the brink of which you are rushing with the velocity of a maelstrom? On your eyes to the needs of the time, and port a helm and spread all sail before it is too late, and run away from this fatal error advocated by so many, which seems to be stealing over us, depriving us the power to see, deadening our senses to the danger lurking behind. It is like many a mirage on the Western plains, which holds out the appearance of rest and refreshment; but, poor deluded wretches do not depend on appearances, for when you have been lured away from the well-beaten paths of travel, and have found that no landmarks are in sight to guide your footsteps to some haven of refuge, you will suddenly see the mirage collapse, and find yourself a wanderer on the trackless desert.

surrounded by the bones of others, who, deluded like yourself, found an unmarked resting place far from the paths of civilization, a prey for the beasts of the desert.

Is this a fancy sketch? I have been the victim of the atmospheric mirage, and came near perishing. I do *not* want to be the victim of this mirage in labor circles, for a mirage it is, and nothing else. We contend that we will be benefitted by certain proceedings. How so? We are weakening the position of the engineers when we do this. Do we stop the stream of engineer blood? They wither, and soon become a prey to the monopolies, and where, oh where, is our picture of beauty and comfort which we perceived but a moment ago? Gone, like the mirage! A gentle breeze has suddenly wafted it away, and we find ourselves—the firemen of to-day, the engineers of to-morrow—without protection, in chaos, and that the goal, when reached, was not worth striving for, and all because we ourselves have wrecked it. No! stick to the name you have, and work for it. Try to uproot the erroneous ideas, and cast them away. Live in your *training school*—for that is where you are—the best you can. Be moral, courageous, and just. Accord to all others everything you wish for yourselves, and remember, above all things, that your estimate of a fireman who does not join the Firemen is not a good one. Then try the rule the other way, and how about the engineer who does not join the Engineers? Oh, that's different, is it? I most emphatically say no. And even as we, the firemen of to-day, are to man the engines of to-morrow, so should we, the B. of L. F. of to-day, steer the bark B. of L. E. over the tempestuous seas of the future. It is natural, it is logical, it is the eternal fitness of things. Work in that direction, try to bring about harmony, and remember that your legislation of to-day is your law for to-morrow, be it good or bad, and the power lies with yourselves to make it either. Yours fraternally,

A. J. Schmidt.

RUTH SHOWS THE BABY.

[The following poem has been sent us by Bro. J. A. Hancock, of Gilbert Lodge, No. 210, whose little daughter, five years of age, recites it with fine effect.]

Want to see our baby?

Then walk on your toes.

Boots will hurt a baby

Everybody knows.

Lift the blanket, careful—

Now, what do you think?

That's a real baby.

Soft and warm and pink.

Just look at her fingers.

Cuddled up so sweet.

But the very best things

Are her little feet.

Now, I'll tell you something.

Very, very queer.

God forgot to name her

Fore He sent her here.

He left that to Mamma,

And mamma did to me.

So I'm thinking, thinking

What the name shall be.

No; you shall not name her.

And she shan't be sold:

She is worth a hundred

Million pounds of gold.

We don't want your money.

Not a single bit.

Rather have our baby

Than the whole of it.

Guess you'd better put her

Into grandma's lap.

And go 'way and leave her.

Baby needs a nap.

STANBERRY, Mo., March 11, 1890.

Editor Firemen's Magazine:

It has been some time since I have noticed anything in the *Magazine* from No. 36. There are not many of us here; we have only twenty-five members, and are somewhat scattered, so there are only a few of us to attend to Lodge business, and those few are run almost to death. When they are in, the first thing they do is to comply with nature's demands. As the saying is, "Self-preservation is the first law of nature." I expect our grand officers get terribly vexed at the officers of No. 36 for not being a little more prompt in attending to business. It is not owing to the lack of will power, but to the lack of time. We get only a five hours' rest before they are after us again.

The Omaha & St. Louis Railway Company is doing about the best business of any of the roads leading out of Council Bluffs. Our business is mainly with the C., St. P. & K. C., for St. Paul and Duluth, Minn. We have nine large Baldwin Moguls on our 115-mile division, and they have to double the division every twenty-four hours, and more if they can. Our master mechanic, Mr. J. D. Hunter, has promoted several of the old firemen to the right-hand side during the last six or seven months. The following is a list of the lucky ones: J. J. Smith, H. L. Powell, W. E. Baldwin, S. K. Davidson, C. H. Runyan and Joe Campbell. All are doing well and giving satisfaction.

It appears to me from the hub-bub and hum-drum in the *Magazine*, that some of our members are not satisfied with the Federation of Railway Employes now in existence, especially our Western brothers on the U. P. system. My idea of organizing the different orders in the so-called federation would be to have each lodge of the various orders elect a delegate to the annual meeting of the Supreme Council. This would give the rank and file a chance to say something in regard to this matter. Or, where the three orders have lodges in the same place, let all three meet jointly and elect a delegate, and each bear its share of the expense. According to the present system, it may look to some as a kind of "taxation without representation."

One word for Stanberry's poet, Mr. George Hall. I think his productions very nice. His last, in the March number of the *Magazine*, goes to show that his sympathy is with the railroad men. I am personally acquainted with Mr. Hall, and can say that he is a young man worthy of the respect and esteem of every railroad man in the United States.

Yours fraternally,

Calamity Branch.

STRATFORD, ONT., February 10, 1890.

Editor Firemen's Magazine:

Permit me to announce that Bro. John Jones on New Year's day was married to the accomplished Miss Flora J. Wilson, of this city, and all the members of Avon Lodge, No. 38, wish the bride and groom a prosperous life voyage.

La grippe is quite prevalent here, but it did not prevent the members of Avon Lodge, No. 38, from holding their sixth annual ball and supper in the City Hall Tuesday evening, January 30. The various committees having the affair in charge were equal to any demand and as a consequence, the ball and supper more than realized the highest expectations.

The ball was brilliantly lighted and splendidly decorated, and presented a fairly appearance which it would be difficult to describe. The supper was sumptuous, the viands rich and rare, and the music was such that the happy company never wearied of it.

When all was ready for the giddy whirl, ninety couples responded, and the revelry continued till 3 A. M. The ball received a wealth of compliments from all the guests, and all the generous words that were spoken were well deserved. Where all, who were charged with making preparations for the occasion, did their best, comparisons are not required—and, as all the guests were delighted, nothing occurring to mar their pleasure. Avon Lodge, No. 38, has a right to feel proud of the splendid success achieved.

Fraternally,

38.

Personal.

PHIL C. CRAMER is both Master and Collector of No. 44. He understands his duties and performs them.

H. HAYES, of Smoky City Lodge, No. 219, has entered upon wedded life and is receiving the congratulations of his friends.

J. P. COLLINS fills the offices of Secretary and Receiver for the F. W. Arnold Lodge in a manner to command the hearty approval of the members.

C. M. Doucett, master of Lodge, No. 194, has rare qualities for the position he occupies, and under his administration the Lodge is becoming one of the banner Lodges of the west.

THE Receiver of A. G. Porter Lodge, No. 141, Ft. Wayne, Ind., Bro. W. R. Fredericks, has a record of which any officer might be proud. He is ever prompt and accurate in the discharge of his duties and his word is as good as gold.

At the coming bazaar to be held at Philadelphia, notice of which is given elsewhere, Bro. Harry Walton will hug a greased pig and Bro. J. J. Leahy will give a parachute leap. There will be fun sure.

THE Magazine Agent of Mt. Ouray Lodge, No. 140, Bro. S. W. Seelinger, is in all regards a model officer. His list of subscribers bears eloquent testimony to his ability and fidelity, and we only wish each Lodge in the Order had such an agent.

THE members of Just in Time Lodge, No. 149, are contemplating the purchase of a large ledger for the purpose of keeping a record of the changes in the address of Bros. A. H. Hawley and Charles Cowdrick, the Receiver and Magazine Agent respectively, as the pages of their present one are completely used up.

MORT L. BIXLER, who will be remembered as one of our prominent representatives in the Burlington strike and as a delegate to our Atlanta convention, is now publishing the Oklahoma *Democrat*, a live and enterprising paper at Oklahoma City, I. T. The *Magazine* wishes Bro. Bixler a large subscription list and profitable returns.

EDWIN J. PIERCE, Secretary and Receiver of Kansas City Lodge, No. 74, Argentine, Kan., is entitled to the palm for promptness and dispatch in responding to beneficiary assessments issued by the Grand Lodge. Argentine is 450 miles from Terre Haute, and in just fifty hours after assessment No. 10, levied for the month of March, left the Grand Lodge office, the returns of Bro. Pierce were received by the Grand Lodge. Pretty quick work that.

WE are under special obligations to Bro. and Mrs. W. E. Sullivan, of St. Joseph, Mo., for a thousand courtesies they bestowed upon us during our attendance upon the union meeting held at St. Joe in the latter part of March. In the whole realm of hospitality nothing was left undone to make us feel that we were truly in the hands of our friends. Bro. Sullivan is in heart and soul a brotherhood man and Mrs. Sullivan is none the less ardent in her devotion to the principles of the Order. May all their days be filled with happiness.

THE *Magazine* sends greetings, congratulations and felicitations to Bro. James F. Haugh, Master of Just in Time Lodge, No. 149, of New York City, who we are informed is the happiest man on Third avenue, the reason of his felicity being the presentation of a beautiful baby daughter, March 16. The members of Just in Time Lodge congratulate Bro. Haugh, as also Mrs. Haugh, and devoutly wish the little angel may escape the shafts which make so many homes desolate and that the happy parents may see their child bloom into beautiful womanhood.

THE members of our Order will be gratified to learn that Bro. T. H. Nace, of Trinity Lodge, No. 83, who was incarcerated at the time of the Missouri Pacific strike for alleged complicity in certain violent acts that were committed, has been acquitted and is again a free man. The Atlanta convention appropriated \$200 for the defense of Bro. Nace, and the result of his trial triumphantly vindicates the justice of the action of the delegates. We felicitate Bro. Nace upon his acquittal, and hope he may never again be subjected to such an unfortunate experience.

"A gentleman who deals in diamonds, and wind watches on Santa Fé avenue, in Pueblo, informed our advertising man last week that 'he catered to a better class of trade than the railroad trade.' We would publish his name if we could get it, not because he refused to advertise with us, but to prevent him from getting something he does not want." — *Western Railway.*

By all means get his name and let us help you to prevent him from getting something he does not want." It would do us a heap of good to relieve the "gentleman" (?) of his entire stock of "railroad trade."

THE union meeting held at Charleston, Ill., in April under the auspices of Little Giant Lodge, No. 187, was a thorough success. Grand Master Sargent and Bro. Frank Dupell, of the Grand Lodge office, were in attendance, and report an excellent time and good results. The ladies, with their usual interest in such matters, tendered the boys an elegant "spread" to which ample justice was done. We acknowledge our thanks for a fine variety of cake with the compliments of Mrs. Taylor, Mrs. Monro, Mrs. Wilson and Mrs. Sleeth, of which we were the recipient.

The Grand Master at Brockville, Ontario.

On March 12th, Island City Lodge, No. 68, at Brockville, Ontario, had a grand time, the occasion being the reception of Grand Master F. P. Sargent. Deputation of Firemen received the Grand Master at the depot, and his comfort and enjoyment was the special care of the Lodge while he remained in town.

The Brockville *Daily Times* devotes nearly a column to an account of the entertainment given to the Grand Master. There was music, recitations, speeches, banquet and dancing, and, as a matter of course, the hours sped away unnoticed. The Mayor delivered a welcoming address, and Bro. Sargent made one of his characteristic speeches, and, among other things, said:

"The Brotherhood has been in existence over sixteen years, and during this period has made rapid strides, having now a membership of 19,000. He referred to the members composing the subordinate lodges in Canada, and said they were the finest of men in connection with the Order, and the Island City Lodge, of Brockville, was not one whit behind, but on the contrary one of the banner Lodges in Canada. This was a very high compliment, and what the Grand Master said was only what was true. He ended his speech by saying that he would keep in remembrance his visit to Brockville, also, in a very courteous and complimentary manner he had been treated while here."

The *Times* says, "The meeting was a most successful affair," and closed by singing "God Save the Queen."

The Stevens Point "Kicker."

In the April issue of the *Magazine*, page 316, appears a communication over the signature of "Kicker." In almost every line it contains a vulgar, beastly insult to women—to every fireman's wife, mother, daughter and sister. The communication is a foul blotch upon the fair pages of the *Magazine*. For its appearance there is but one excuse—one compensation—and that is, that the Brotherhood may know that in its ranks is one creature, having, possibly, the shape of a man, but who is as destitute of manly attributes as a skunk. It is difficult to describe such a monstrosity as "Kicker," of Stevens Point, and keep within the boundaries of prudent expression. In this case, we propose to use the vocabulary as the subject deserves. We remand "Kicker" to the domain of beasts of the lowest types. To call him a man, is to insult all the tribes of savages—Digger Indians, Hottentots, vermin eaters, cannibals, or those human beasts Stanley discovered in his march through the dark "continent." The explorer found a tribe of savages, who had never heard the sound of the "church going bell," who had never heard of the one true God nor of His Son. The sunlight of civilization had never fallen athwart their pathway; as a result, their estimation of women was about the same as that of "Kicker," of Stevens Point. The account Stanley gives of the burial of the chief of this tribe of savages, is as follows:

The first proceeding is to divert the course of a stream and in its bed to dig an enormous pit, the bottom of which is then covered with living women. At one end a woman is placed on her hands and knees, and upon her back the dead chief, covered with his beads and other treasures, is seated, being supported on either side by one of his wives, while his second wife sits at his feet.

The earth is then shoveled in on them and all the women are buried alive with the exception of the second wife. To her, custom is more merciful than to her companions, and grants her the privilege of being killed before the huge grave is filled in. This being completed, a number of male slaves—sometimes forty or fifty—are slaughtered and their blood poured over the grave, after which the river is allowed to resume its course.

In the foregoing we have a vivid illustration of the estimate an African savage of the lowest type entertains for women. Says "Kicker," of Stevens Point: "The first morning after we were married I held my pants toward her and said, 'Now, here are the pants. If you want to wear them put them on now or you will never have another chance.' She didn't want to put them on, so I have worn the pants in family matters ever since." It is not probable that when Bambanc and Kasongo, chiefs of Urna, got married they said to their wives, "Now, here are the pants," etc. In this regard, "Kicker," of Stevens Point, may have been more considerate than Kasongo or his father Bambanc, but in the general estimate of woman and her rights, the African savages were well up with the "Kicker."

The reader will not fail to note particularly the pen picture "Kicker" paints of himself the "first morning" after his marriage. There was the bridal chamber, the nuptial couch. The morning sun had baptized the world with light. The "Kicker" had torn himself from the embrace of his bride, was on his feet. The bride lingers; from her downy pillow, with love lit eyes, her face wreathed

in smiles she gazes upon the form of her husband, her protector (?). The curtains are closely drawn, the room is bathed in mellow light. It is a time of unspeakable bliss. At this supreme moment the "Kicker" grabs his pants, holds them aloft with dangling suspenders, and shakes them in the face of the bride and exclaims, "Now here are the pants; if you want to wear them put them on now."

Come, firemen, come with your mothers, wives, daughters and sisters and view the picture. There stands the American Kasongo; there reclines his bride of a day, shrinking, amazed. The pants are held out, the symbol of authority, and the order is "get up, put them on, or forever after hold your peace and be my slave." Could Kasongo, the African savage, have done more? The bride did not put on the pants, and Kasongo, the "Kicker," of Stevens Point, has from that day to the present lorded over his wife. She has been his slave and has been compelled to obey him as a child.

Such a creature as "Kicker" is a matrimonial putrescence, a breathing abomination.

"Kicker" says:

Now it is time the Woman's Department was abolished, and if Mr. Debs don't look out he will be bounced from his position for letting the women run his *Magazine* for him. * * * I hope Mr. Debs will take warning and end the Woman's Department. If he don't I will work against him at the next convention.

The Woman's Department of the *Magazine*, in the first place is the recognition of the rights of women. It is a recognition of the wants of home. It is a department for the expression of woman's thoughts and aspirations. It is a recognition of Otnay's estimate of woman, when he wrote:

"O woman, lovely woman! Nature made thee To temper man; we had been brutes without thee."

But "Kicker," after all the hallowed influences of woman, is still a brute, and were he to die, he would doubtless like to be buried as was Kasongo, the African savage.

Does the Kasongo "Kicker" entertain the idea that the editor of the *Magazine* will be intimidated when the "Kicker" shakes his pants, (all there is of him indicative of manhood) and discontinue the Woman's Department for the gratification of his brutish instincts? Does "Kicker" suppose his threat to "work against" the editor "at the next convention" can have any influence whatever in the make up of the *Magazine*? If so, let "Kicker" understand that he makes a mistake. The editor of the *Magazine* makes no boast of knightly devotion to women, above that of the great body of Brotherhood Firemen. He only claims to be abreast of the foremost in every chivalric estimate of woman's character and blessed influence in the world. He adopts the language of Tom Moore:

"O woman! dear woman! whose form and whose soul

Are the light and the life of each spell we pursue, Whether sunn'd in the tropics, or chill'd at the pole.

If woman be there, there is happiness too."

If there is one redeeming characteristic of our boasted civilization, that claims, more than any other, resounding hallelujahs, it is the elevation of woman from the bondage and degradation of ignorance, superstition and cruelty of savagery, such as

characterizes the vulgar mouthings of "Kicker," of Stevens Point, who unwittingly introduces a comparison between himself and "a neighbor," an exhibition of stupidity on the part of the "Kicker" rarely equalled. And when he says certain things make a "dog laugh," and adds, "I have often laughed," he sinks himself to the level of a dog, and at that level we leave him, though we know of no half-decent dog that would associate with him.

The Woman's Department of the *Magazine* will not be abandoned. The invitation to women to write their views upon topics that interest them will not be withdrawn. Brotherhood Firemen have wives, mothers, daughters and sisters, and sweethearts too; educated, intellectual women, who, while they do not wish to wear "pants" as a symbol of authority, and have an unmitigated contempt for such a cur as "Kicker," will maintain their God-ordained equality with man, by the exhibition of attributes as superior to brute force as brute force is inferior to intellectual culture.

Grand Master Sargent at Belleville, Ontario.

The boys on the border in Canada know how to do things up brilliantly, and the receptions given Grand Master Sargent have been in the nature of ovations. We have on our table the *Daily Ontario*, published at Belleville, giving a graphic account of a banquet tendered Grand Master Sargent, in that city, on the evening of March 10. It was a splendid affair throughout, and under the auspices of Challenge Lodge, No. 66. The banquet was given at the Anglo-American Hotel. Upon the arrival of Grand Master Sargent he was taken in charge by the members of No. 66, who, in honor of his coming, had made the day a holiday. The *Ontario* says: "The Grand Master speaks in the highest terms of the efficiency of the members of the local Lodge, and classes them as second to none in the Dominion." The dining hall of the hotel was brilliantly illuminated. "After supper," says the *Ontario*, "the chairman proposed the good health of 'Our Queen' which was drunk with hearty enthusiasm by all present, after which the toast of the 'President of the United States' was coupled with the name of Grand Master Sargent. He said it afforded him great pleasure to speak of a man with whom he had a personal acquaintance. He had on several occasions met President Harrison in Indiana. If there was one thing that he admired more than another in this distinguished statesman it was his interest in railway employes. Whenever the opportunity afforded he invariably paid a high tribute to the brave men who daily risked their lives on the great iron highways in the discharge of their duty. In his annual message to congress President Harrison recommended that legislation be enacted extending the protection of the railway men. [Applause.] He quoted the number of casualties that yearly fell to the lot of men who were compelled to seek their bread and butter from the great railway companies, and urged that attention be paid to their wants. The speaker said that the relations between Canada and the United States would ever remain friendly. He sincerely trusted that the good fellowship between these two great countries would continue to

grow. [Applause.] There was no doubt that a great many people had come to Canada from the United States which the latter would like very much to get back again (laughter), and he hoped the time was not far distant when the laws of both countries would be so enacted. Although it was his second visit to Canada, it was the first time that he had the pleasure of greeting the brethren of Belleville. Everywhere in the Dominion he had found that friendly hospitality which characterized the English speaking nation the world over."

The speech of the Grand Master was greeted with great applause. A number of responses were made to toasts. Songs were sung, and the banquet passed into history as a dandy.

THE Brotherhood of Railway Conductors is making right along to success. The Q. & C. affair helps it amazingly.

THE federation of all the organizations of railway employes is only a question of time, and not a lot of time either.

Few Lodges in our Order are in better condition than F. W. Arnold, No. 44, located at East St. Louis, Ill. The boys have had their ups and downs, but hard knocks and persistent efforts they have succeeded in building up a Lodge that is a credit to its members as well as the Brotherhood at large.

ANNOUNCEMENT is made that the members of Enterprise Lodge, No. 75, will hold a grand Fair and Bazaar at Institute Hall, on Fortieth street, below Market, Philadelphia, beginning May 10th and ending May 24th. A grand, good time is promised, and a cordial invitation is extended to all members and friends to be in attendance.

THE Order of Railway Conductors meets in its annual session in Rochester, N. Y. on Tuesday May 13th, and there will doubtless be some important changes made. A new Grand Chief is to be elected and if reports are to be relied upon Mr. Wheat will be retired to private life. The "anti-strike" measure will, we predict, be eliminated and the Order placed on a protective basis and in line with other railway employes' organizations. That such may be the outcome of the convention is the ardent wish of every true friend of organized labor.

G. W. LOVEJOY, of Terre Haute, writes a letter to the *Railway Service Gazette* about the interests of the O. R. C., of which Order he was at one time a prominent member, and among other things he says:

There is just one way the O. R. C. can continue to exist, and only one, namely: Get rid of the traitor who obliterates the non-striking clause in their obligations; put themselves in line with other protective orders, endorse the federation scheme, and the O. R. C. will stand. If they don't do this their future is indeed dark, for the time has come when labor must perfect itself, and the B. of R. C. has fully demonstrated its ability to fully protect its members, secure their rights, and prove by deeds what they do. And the advanced thinkers of the O. R. C. are too smart to be caught by such taffy. Deal out lavishly to the desperate gang who cut each other's throats with as little ceremony as a highwayman holds up his victim.

Brother Lovejoy knows what he is talking about and isn't afraid to talk.

We have extended reports of Union meetings held at Sedalia, St. Joe, Buffalo, Corning and Elmira which, owing to lack of space, we have been compelled to omit from this issue.

At least forty communications have been crowded out of this issue of the *Magazine* for the want of space. Enough correspondence and other matter was received during April to make up two full issues and correspondents must therefore not feel disappointed if their communications are among the missing. Give us a little time, and all hands will be accommodated.

The many friends of Bro. Sidney Vaughan, of Dominion Lodge, No. 67, who is now located at Gloster, Miss., will learn with profound regret of the death of his infant child, Albert, aged 13 months of cerebro-spino-meningitis on Monday, March 10th. Only those who have experienced such a trying affliction as the loss of a darling babe can fully appreciate the feelings of the parents. In the presence of such a bereavement mere words, however fitly chosen or tenderly expressed, afford but little consolation and yet Bro. and Mrs. Vaughan may feel and know that many friends mourn with them and would if they but could, share with them the burden of their grief.

UNION MEETINGS.

INDIANAPOLIS, IND.—A grand union meeting will be held at Indianapolis, Ind., on Sunday, May 25th, under the auspices of the B. of L. E., B. of L. F., B. of R. C., B. of R. T. and S. M. A. A. Tomlinson hall has been secured for the occasion and able speakers will be in attendance.

CEDAR RAPIDS, IOWA.—A union meeting will be held at Cedar Rapids, Iowa, on Sunday, May 25th under the auspices of Hawkeye Lodge, No. 27. All members in good standing are invited.

NICKERSON, KAN.—A union meeting and ball will be held at Nickerson, Kan., under the auspices of the B. of L. F. and B. of R. T. on May 28th, and a grand time is expected. All are cordially invited.

CHICAGO, ILL.—A grand union meeting will be held at Chicago, Ill., under the auspices of the B. of R. T. on May 20th, 21st and 22d. The first day's session will be devoted to a union meeting to which members of all the railway employes organizations are invited. On the third day a public meeting will be held for the benefit of the Ladies' Auxiliary. The meetings will be held at Excelsior Hall, Haymarket Building, Madison street near Halstead. The Gault House, Madison and Clinton streets, has been engaged for headquarters at reduced rates. For further information address C. T. Harris, 1197 Fulton street, Chicago, Ill.

Amusements.

The *Daily Advertiser*, of Trinidad, Colo., of February 15th, gives a pleasant account of the first annual ball of Los Animas Lodge, No. 344, B. of L. F. The *Advertiser* says:

"The attractiveness of the scene was heightened by the beautiful and appropriate decorations. On the stage were banners and emblems of the Order, at each end being placed two headlights, the brilliant light from which was thrown on the merry dancers. On the stage was an engine bell, which was used to ring the changes in the programme. Suspended

across the hall over the heads of the dancers were numerous rows of lanterns, alternating in red, white and green, while around the balcony in evergreen letters, was the motto of the Order, 'Charity, Protection, Sobriety, Industry.'"

The ball was given at the Opera House, and was largely attended, and the programme kept the guests on the floor until the sun lighted their pathways home. The ball was in every regard a success.

Addresses Wanted.

CHESTER ROBERT PEASE.—When last heard from was firing from East Saginaw, Mich., to Detroit. He is 36 years of age, has light hair and eyes, is about 6 feet in height and has a small scar over the left eye. His mother, Mrs. E. Pease, 115 Lecouver street, East Los Angeles, Cal., is profoundly anxious to hear from him.

HARRY CARNES.—In 1886 was employed on the A. & P. and G. H. & S. A. Railroads, and in 1887 was employed as passenger conductor from Butte, Mont., to Anaconda. Anyone knowing his whereabouts will please correspond with his brother, Walker S. Carnes, foreman engine No. 7, Buffalo fire department, No. 11 Franklin street, Buffalo, N. Y.

Acknowledgments.

WEST KENNERLY, March 16, 1890.

To the Officers and Members of Boston Lodge, No. 57:

SIRS:—Please accept our heartfelt thanks for your gift to us of our son's picture, and believe us that we shall prize it above anything that could have been sent to us from the Lodge of which he was a member. Also accept thanks for kindness in procuring the insurance, and relieving us of the trouble necessary of obtaining the same. Wishing you God speed, we remain

Yours sincerely,
EDWARD O. CURRIER,
RHODA C. CURRIER.

MAUCH CHUCK, PA., March 4th, 1890.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I have just received through Mr. Chas. Roberts, a draft for fifteen hundred dollars on the policy held by my beloved husband, John F. Meyers. Please accept my heartfelt thanks for the prompt adjustment of the claim. May God bless your Order and let it continue to be a blessing. I sincerely thank the members of Lehigh Lodge, No. 251, for their kindness to me during my troubles. May God in his goodness and mercy prosper your Order, and be the protection of its members throughout the land is my earnest prayer.

MRS. J. F. MEYERS.

ST. PAUL, MINN., March 18, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire to return thanks to you for the draft of fifteen hundred dollars due me on the policy of my husband, George W. Austine. I also wish to thank the members of Lodge No. 320 for their kindness to me during my husband's sickness and at the time of his death and burial, which kindness I shall always appreciate. I also wish to thank the members of Sprague Lodge for their kindness to Mr. Austine during his short stay in Sprague.

MRS. ABBIE C. AUSTINE.

GLENOLDEN, PA., February 22, 1890.

To Delaware Lodge, No. 231, of the B. of L. F.:

DEAR BROTHERS:—I wish to return your Lodge a vote of thanks for your beautiful floral design to my late husband. I had your dove put in a case where it is preserved. I thank you all for your kindness and hope you will all prosper and soon take the right hand seat on your engines. I am a great advocate of the engineer and fireman. You all knew my dear husband and I have two sons who are firemen, one belongs to your noble Order—333, and I think the other one when it is time will join the Delaware Lodge. You have my best wishes.

CAROLINE JAMESON.

RUSTLER JOE.

I stood at eve when the sun went down, by a grave
where a masher lies,
Who quit earth with a fractured head, and a couple
of damaged eyes;
A youth who chewed the head of a cane, a genuine
Eastern dude,
With hair in the middle cleft, and a crystal in one
eye screwed.

And I felt like dancing a highland fling on the sod
that covered his dust.
And longed so greatly to whoop a whoop I really
feared I'd bust;
My brain ran riot with ghoulish glee, and the laugh
from my lips that purred,
With a jim-jam shiver smote the air and kited
around the world!

In the summer when the mountains were with
sweetest flowers enriched,
Joe, the rustler of the diggins, and fair Annie Smith
were hitched—
Slim was Anna as a shadow, or the handle of a hoe;
He was anything but handsome, was old slouchy
Rustler Joe.

But he got the drop on Annie and he won her for a
wife,
And they in a little cabin started forth in married
life.
Sped the months and came a baby, came a squint-
eyed little cuss;
Joe was at the bar imbibing when they told him of
the muss.

He was taking gin and sugar (O, such gin!), and then
and there
Asked he all the boys to join him, just in honor of
his heir;
It had been his great ambition, and he told the bar-
keep so,
That the babe would be a gender fit to bear the
name of Joe.

"Little Joe" they called the kidlet, and he flour-
ished like a rose,
He'd his mother's eyes strabismic, and his father's
blossom nose—
Swift the years sped o'er the trio, years of sorrow
and of joy,
And the boss of all the cottage was the squint-eyed,
darling boy.

Sped the years, and then a rumpus smote the still-
ness of their home,
Down the trail by Annie's cabin chanced an Eastern
dude to roam;
Thrice he came and saw her sitting at the window
with the child,
And he "Ah, there'd" to the baby, and the baby
laughed and smiled.
So at last it grew to know him—Little Joe was nearly
four—
And would call the "dandy feller" as he passed
the open door;
And he ran one day and caught him, and with joy-
ful, childish dance,
Led him in where sat his mother patching Joseph's
Sunday pants.

Then there came the same old chestnut, that the
dudes so long have sung,
Stories of his expectations told he with elastic
tongue;
Harped he on a blissful future, till his breath was
almost gone,
But the fair and gentle Annie didn't seem to grap-
ple on.

Yet she listened, but in silence, while he made his
honeyed play,
Edging slowly to a corner, where an old pick-handle
lay;
Listened to his gilded mouthings, adjectives in
beauty rich,
Yet she jabbed at Joseph's breeches, and she never
missed a stitch.

Pictured her the golden pleasures of the great far
Eastern land,
Costly dresses, flashing jewels, and a prancing four-
in-hand,
Moving in the lofty circles of aristocratic blood—
Whack! Down came the old pick-handle with a
dull and sickening thud!

Then the blows came fast and heavy on his center-
parted hair,
Till his soft and tender brainlet was exposed unto
the air—
Ceased she not her work gymnastic till she scaled
the masher's doom,
And his once neat form lay scattered in confusion
round the room.

Home at eve came Joe the Rustler, trying to sing
"Sweet By-and-bye,"
Stepping to the mangled music, like a stringed
critter, high;
Filled his bosom was with triumph as his home he
drew near,
For he'd beat the haughty barkeep playing freeze-
out for the beer.

At the door he ceased his singing, and he gazed with
awe agape!
On the floor the dude was lying in dilapidated
shape,
And when Annie told the story, 'round her went
the arms of Joe,
And he hugged her in his rapture till she begged
he'd let her go.

That's why I felt like dancing a jig, and whooping
above his dust,
And swelled with exciting, rapturous joy till
really feared I'd bust—
And I felt like bellowing forth these words, like
cyclone's wakening blast:
"One specimen of the American dude has got his
deserts at last."

Captain Jack Crawford, the Poet Scout

BOYS, GO HOME.

Ah! boys, you have gone out from the homestead
into the rush and bustle of life; do you ever think
of the patient mother who is stretching out to you
arms that are powerless to draw you back to your
old home-nest?

No matter though your hair is silver-streaked, a
Dot in the cradle calls you grandpa, you are "the
boys" so long as the mother lives. You are the
children of the old home. Nothing can crowd you
out of your mother's heart. You may have failed
the battle of life, and your manhood may have been
crushed out against the wall of circumstances; you
may have been prosperous; gained wealth and fame;
but mother's love has followed you always. Man
"boy" has not been home for five, ten or twenty
years. And all this time mother has been waiting.
She may be even now saying: "I dreamed of you
last night. Maybe he will drop in for dinner." See
the poor trembling hands prepare some favorite dis-
her for him. Dinner comes and goes, but no John comes
with it. Thus day after day, month after month,
year after year passes, till at last "hope deferred
maketh her heart sick," aye, sick unto death: her
arms are stretched out no longer.

The dim eyes are closed, the gray hair smoothed
over for the last time, and the tired hands are folded
to everlasting rest, and the mother waits no longer
on earth for one who comes not. God grant that you
may not wait in vain for his coming in the Heavenly
home. Once more we say unto you—boys, go home
if only for one day. Let mother know you have not
forgotten her. Her days may be numbered. No
winter may cover her grave with snow.—*Exchange*

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

MAY, 1890.



Assessment Notice for May

OFFICE OF GRAND LODGE, B. OF L. F.
TERRE HAUTE, IND., May 1, 1890.

ASSESSMENT No. 11, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the Order, viz:

CLAIM No. 217. Francis Mulheron, of Endeavor Lodge, No. 267, died of Fracture of Skull, August 13, 1889.

CLAIM No. 218. Joseph B. Hills, of Three Branch Lodge, No. 304, was killed by Explosion of Engine, December 30, 1889.

CLAIM No. 219. John J. Hayes, of Mt. Hood Lodge, No. 167, died from injuries received by Railroad Accident, January 4, 1890.

CLAIM No. 220. Julius V. Larson, of Morning Star Lodge, No. 88, died from the effects of Strychnine, January 9, 1890.

CLAIM No. 221. John Johnson, of Chicago Lodge, No. 95, died of Phthisis Pulmonalis, January 12, 1890.

CLAIM No. 222. Peter Donahue, of Bonanza Lodge, No. 194, died of Pneumonia, January 19, 1890.

CLAIM No. 223. William H. Hiff, of Oasis Lodge, No. 66, was killed by Railroad Accident, January 26, 1890.

CLAIM No. 224. Allen M. Rager, of Red River Lodge, No. 8, was killed by being struck by Bridge, February 6, 1890.

CLAIM No. 225. Frank S. Bolmer, of Western Reserve Lodge, No. 248, died of Consumption, February 10, 1890.

CLAIM No. 226. J. B. Goedecker, of Clifton Heights Lodge, No. 268, was killed by Railroad Accident, February 14, 1890.

CLAIM No. 227. Thomas Carney, of Mineral King Lodge, No. 129, died of Gall Stone Colic, February 18, 1890.

CLAIM No. 228. Arthur Alder, of Midland Lodge, No. 147, was declared totally disabled by loss of foot, February 18, 1890.

CLAIM No. 229. Lewis S. Wolfe, of Frisco Lodge, No. 51, died of Congestion of Lungs, February 23, 1890.

CLAIM No. 230. Wm. E. Marine, of Garden City Lodge, No. 50, died of Phthisis Pulmonalis, February 26, 1890.

CLAIM No. 231. C. E. Lovelace, of New Era Lodge, No. 76, was killed by Railroad Accident, March 1, 1890.

CLAIM No. 232. Matt Nilan, of John Hickey Lodge, No. 266, died of Acute Pericarditis, March 5, 1890.

CLAIM No. 233. William A. Stewart, of Pine City Lodge, No. 81, died of Typhoid Fever, March 13, 1890.

CLAIM No. 234. John E. Burke, of Frontier City Lodge, No. 92, died of Pneumonia, March 15, 1890.

CLAIM No. 235. Sherman A. Neely, of Holbrook Lodge, No. 378, died of Pleuro Pneumonia, March 16, 1890.

CLAIM No. 236. William D. McLaren, of Washington Lodge, No. 13, died by being run over by Engine, March 17, 1890.

CLAIM No. 237. Andrew Foran, of Elm City Lodge, No. 284, died of Consumption, March 21, 1890.

CLAIM No. 238. Howard Bachman, of Adopted Daughter Lodge, No. 3, was killed by being struck by Coal Platform, March 25, 1890.

CLAIM No. 239. Frank S. Ewart, of Rochester Lodge, No. 99, died from injuries, received in a Collision, March 26, 1890.

CLAIM No. 240. Harry N. Gray, of West Penn Lodge, No. 392, died of Typhoid Pneumonia, March 30, 1890.

CLAIM No. 241. Christopher Greenwall, of James Donnelly Lodge, No. 350, died of Pneumonia April 8, 1890.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and you are required to forward said amount for each member, whose name appears on the rolls May 1, 1890, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than May 20th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., April 1, 1890.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month ending March 31, 1890:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	158	70	58	139	42	208	80	277	24	346	34
2	18	71	142	140	128	209	80	278	22	347	32
3	404	72	194	141	172	210	60	279	32	348	96
4	86	73	74	142	172	211	104	280	36	349	84
5	102	74	36	143	94	212	70	281	48	350	50
6	112	75	182	144	213	213	42	282	52	351	90
7	62	76	112	145	48	214	56	283	82	352	51
8	162	77	234	146	84	215	106	284	190	353	56
9	184	78	102	147	216	216	285	114	354	104	104
10	96	79	70	148	76	217	44	286	98	355	52
11	160	80	68	149	364	218	40	287	88	356	64
12	400	81	246	150	130	219	102	288	36	357	72
13	204	82	204	151	98	220	78	289	42	358	40
14	298	83	128	152	102	221	84	290	10	359	60
15	88	84	136	153	58	222	46	291	78	360	66
16	186	85	116	154	36	223	292	38	361	86	86
17	64	86	140	155	66	224	293	42	362	40	40
18	82	87	60	156	78	225	28	294	50	363	98
19	92	88	118	157	40	226	98	295	40	364	4
20	64	89	12	158	148	227	44	296	44	365	50
21	138	90	98	159	88	228	250	297	66	366	46
22	91	91	74	160	118	229	48	298	66	367	38
23	92	92	66	161	48	230	104	299	96	368	52
24	112	93	118	162	216	231	92	300	56	369	56
25	108	94	120	163	52	232	60	301	58	370	28
26	122	95	244	164	98	233	48	302	40	371	38
27	144	96	74	165	100	234	60	303	34	372	64
28	97	97	192	166	86	235	74	304	30	373	30
29	62	98	74	167	154	236	44	305	46	374	62
30	92	99	192	168	80	237	306	96	375	34	34
31	56	100	64	169	282	238	84	307	86	376	52
32	58	101	170	170	82	239	84	308	41	377	74
33	114	102	94	171	46	240	136	309	76	378	72
34	86	103	302	172	98	241	120	310	50	379	56
35	54	104	44	173	212	242	301	311	50	380	40
36	104	105	174	180	243	243	32	312	48	381	58
37	76	106	46	175	96	244	130	313	56	382	84
38	112	107	148	176	36	245	130	314	38	383	56
39	56	108	50	177	70	246	94	315	134	384	44
40	102	109	132	178	118	247	96	316	98	385	36
41	76	110	56	179	86	248	112	317	38	386	34
42	30	111	134	180	46	249	60	318	46	387	36
43	108	112	68	181	24	250	192	319	36	388	72
44	144	113	130	182	60	251	142	320	100	389	62
45	132	114	183	183	96	252	158	321	34	390	52
46	86	115	62	184	24	253	68	322	58	391	50
47	166	116	108	185	50	254	118	323	24	392	24
48	112	117	94	186	118	255	42	324	26	393	38
49	90	118	52	187	54	256	71	325	58	394	24
50	238	119	50	188	160	257	74	326	94	395	42
51	102	120	172	189	84	258	44	327	38	396	80
52	104	121	92	190	42	259	78	328	36	397	40
53	54	122	62	191	84	260	54	329	52	398	38
54	202	123	184	192	154	261	64	330	46	399	26
55	70	124	84	193	108	262	72	331	60	400	34
56	48	125	56	194	140	263	108	332	98	401	60
57	304	126	66	195	264	101	333	160	402	26	26
58	64	127	82	196	104	265	134	334	48	403	24
59	154	128	60	197	92	266	96	335	54	404	44
60	22	129	192	198	66	267	68	336	32	405	80
61	136	130	112	199	86	268	26	337	116	296	24
62	96	131	92	200	269	84	338	44	407	20	20
63	70	132	104	201	26	270	194	339	52	408	40
64	76	133	102	202	96	271	58	340	60	409	34
65	84	134	86	203	110	272	40	341	62	410	34
66	108	135	78	204	24	273	122	342	50	411	30
67	142	136	50	205	84	274	76	343	40	412	30
68	94	137	60	206	74	275	344	66	413	30	30
69	86	138	76	207	100	276	48	345	18	414	30

Balance on hand March 1, 1890 \$50,738 75
Received during month 33,796 00

Total \$84,534 75

DISBURSEMENTS.

By claims 194, 195, 196, 197, 198, 199, 200, 201,
202, 203, 204, 205, 206, 207, 208, 209, 210, 211,
212, 213, 214, 215 and 216 \$34,500 00

Total balance on hand April 1, 1890 . . . \$50,034 75

Respectfully submitted,

EUGENE V. DEBS, G. S. & T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.
BOARD OF GRAND TRUSTEES.
F. P. McDONALD Chairman
Board of Trade Building, St. Joseph, Mo.
C. C. SUTHERLAND Secretary
Goodland, Kansas.
C. A. WILSON 141 Pacific Ave., Jersey City, N. J.
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317 Bell St., West Philadelphia, Pa.
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835 Eleventh St., Denver, Col.
J. J. LEAHY 2627 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN, Gloster, Miss
C. J. SINGLETON L. Box 885, Mattoon, Ill.

Subordinate Lodges.

- DEER PARK; Port Jervis, N. Y.**
Meets in Union Hall at 2 P. M., every Sunday:
James H. Fordyce, 13 Church St. Master
William Uhlman, 18 Crawford St. Secretary
G. E. Carmer, 151 W Main St. Collector
Charles E. Barkman, 101 Pike St. Receiver
James H. Fordyce, 13 Church St, Magazine Agent
- SPARTAN; Monon, Ind.**
Meets in Odd Fellows' Hall 1st and 3d Sunday
evenings.
Thos. F. Doran Master
Chas. M. Hill Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Clint Williams Magazine Agent
- ADOPTED DAUGHTER; Jersey City, N. J.**
Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St. Master
D. W. J. Mahoney, 421 Summit Ave. Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
S. Simpson, 298 2d St. Magazine Agent
- GREAT EASTERN Portland, Maine.**
Meets in B. of L. E. Hall, 53 Temple St., 1st and
3d Sunday.
F. H. Pember, 89 Lincoln St. Master
C. D. Getchell, 249 York St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. H. Pember, 89 India St. Magazine Agent
- CHARITY; St. Thomas, Ontario.**
A. N. Darragh, Box 1273 Master
C. W. Dyer, Box 1273 Secretary
James Ballentyne, Box 1273 Collector
W. J. Hatch, Box 1273 Receiver
Joseph R. Odell, Box 1273 Magazine Agent
- PRIDE OF THE WEST; DeSoto, Mo.**
F. W. Gratiot, Box 296 Master
Alexander Williams, L Box 212 Secretary
Michael Rabbitt, Box 18 Collector
Wm. H. Wonder, Box 4 Receiver
D. J. Roach, L Box 18 Magazine Agent

7. POTOMAC; Washington, D. C.

R. M. Smith, 129 Carroll St., S. E. . . . Master
 H. A. Wilvert, 17 Virginia Ave., S. W. . . . Secretary
 J. T. Gregory, 407 6th St., S. W. . . . Collector
 Wm. C. Jasper, 628 Pennsylvania Ave., N. W. . . . Receiver
 H. A. Wilvert, 17 Virginia Ave., S. W. . . . Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., 1st and 8d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.
 Jerry Scott, 420 Morgan St. . . . Master
 A. J. Ebersol, 427 Crawford St. . . . Secretary
 T. W. Weaver, 700 W. Munson St. . . . Collector
 J. F. Cramer, 614 W. Owning St. . . . Receiver
 Jas. K. Fairley, 605 Day St. . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80th High St., alternate Mondays at 8 P. M.
 P. J. Kistler, 212, 214 S. High St. . . . Master
 C. C. Coit, 966 Pennsylvania Ave. . . . Secretary
 S. L. Cranford, P. H. Round House . . . Collector
 P. J. Kistler, 212, 214 S. High St. . . . Receiver
 Leonard Lawrence, 880 Arsenal Ave. . . . Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
 August H. Buse, 42 Michigan St. . . . Master
 A. G. Laubscher, 18 Seward St., West Cleveland . . . Secretary
 A. G. Laubscher, 18 Seward St., West Cleveland . . . Collector
 T. P. Curtis, 41 W. Madison St. . . . Receiver
 A. G. Laubscher, 18 Seward St., West Cleveland . . . Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.
 Abram M. Vanatta . . . Master
 C. A. Stevenson, Box, 106 . . . Secretary
 Elvin Teel . . . Collector
 J. W. Sinclair, L. Box 96 . . . Receiver
 Abram M. Vanatta . . . Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
 J. J. Knauff, 238 Fifth St. . . . Master
 Hugh T. Maloney, 41 Fifth St. . . . Secretary
 W. J. Minor, 507 Eagle St. . . . Collector
 P. J. McNamara, 70 Michigan St. . . . Receiver
 Jno. S. Bauld, 237 Elk St. . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
 George E. Hull, 838 Communipaw Ave. . . . Master
 Henry Kline, 128 Van Horn St. . . . Secretary
 Edward F. Jones, 111 Pacific ave. . . . Collector
 Wm. J. Lewis, 225 Whiton St. . . . Receiver
 A. Neigert, 15 Hamilton St., Newark . . . Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W. Washington St., fourth floor, every Tuesday at 8 P. M.
 Chas. McCauley, 156 Randolph st. . . . Master
 Geo. P. Kern, 77 E. Morris St. . . . Secretary
 E. J. Kline, 631 North West St. . . . Collector
 W. J. Hugo, 79 N. Noble St. . . . Receiver
 Chas. McCauley, 156 Randolph St. . . . Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
 James Murphy, 65 Mullen St. . . . Master
 James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal . . . Secretary
 Samuel Edwards, 118 Grand Trunk St., Point St. Charles . . . Collector
 E. J. Clarke, 154 Charron St., Point St. Charles, Montreal . . . Receiver
 A. Blair, 31 Favard St. . . . Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.
 Frank Durell, 922 N. 9th St. . . . Master
 J. F. O'Reilly, 624 N. 5th St. . . . Secretary
 Henry Balesdorf, 203 N. 12th St. . . . Collector
 C. A. Bennett, 1004 N. 9th St. . . . Receiver
 E. W. Bundy, 702 N. 14th St. . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 O. E. Collins . . . Master
 L. V. Bowman . . . Secretary
 G. P. Malsi . . . Collector
 J. E. Platner . . . Receiver
 A. F. Gehm . . . Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.
 Charles McMillan . . . Master
 Rufus McCormack . . . Secretary
 C. A. Blackman . . . Collector
 George W. Michel, Box 145 . . . Receiver
 J. F. Mary . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.
 J. B. Cunningham . . . Master
 Tom J. Giffen . . . Secretary
 T. H. Wetmore . . . Collector
 R. B. Middlemiss . . . Receiver
 C. E. Taylor . . . Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.
 J. W. Taylor, Box 172 . . . Master
 George C. Wells, Box 117 . . . Secretary
 George Morse, Box 400 . . . Collector
 Alfred Hibbard, L. Box 25 . . . Receiver
 Pat Quinn, Box 183 . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.
 Wm. Merkle, 810 Chambers St. . . . Master
 D. R. Martin, 914 Chouteau Ave. . . . Secretary
 Eli Giclas, 944 Chouteau Ave. . . . Collector
 Wm. C. Linck, 2403 St. Louis Ave. . . . Receiver
 F. W. Hinkley, 12 A. S. High St. . . . Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. F. Hall, 2d and 4th Sundays.
 Lawrence Sullivan, Box 367 . . . Master
 George Richter . . . Secretary
 Alexander McLennan . . . Collector
 Daniel O'Connor, 93 Decatur St., Indianapolis, Ind. . . . Receiver
 S. Gibson . . . Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.
 Joshua Proctor, Box 60 . . . Master
 John S. Ott, L. Box 523 . . . Secretary
 C. M. Probst, Box 84 . . . Collector
 John S. Ott, L. Box 523 . . . Receiver
 Joshua Proctor, Box 60 . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in Brotherhood Hall, Forest Ave., 1st and 3d Wednesdays at 7:30 P. M. and alternate Wednesday at 1:30 P. M.
 Charles W. Maier, Box 514 . . . Master
 Wm. Morris . . . Secretary
 C. Parsons . . . Collector
 Lot. Brandenburg . . . Receiver
 Charles W. Maier, Box 514 . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 . . . Master
 Geo. McCormack, Box 590 . . . Secretary
 Geo. McCormack, Box 590 . . . Collector
 A. M. Sourwine, Box 339 . . . Receiver
 N. Burlingame . . . Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Pobjoy, Box 675 Master
 Frank R. Melcher, Box 639 Secretary
 Henry Pobjoy, Box 675 Collector
 Frank R. Melcher, Box 639 Receiver
 S. A. McFadden, Box 563 Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 905th ave., 8 Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 385 G Ave., West Receiver
 Chas. R. Kimbro, Room A, Opera
 House Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan, Box 377 Master
 Wm. L. Kingelty Secretary
 Lewis C. Clark Collector
 Frank D. Winn, L Box 232 Receiver
 H. W. Bird Box 21 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each
 month, corner Second and Main Sts.
 Charles O. Burkhardt, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbrowsers Collector
 J. H. Fulton, Box 706 Receiver
 C. F. Larsen, Box 301 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th
 streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 R. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 6th St., Dubuque,
 Iowa Magazine Agent

31. E. B. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Wood-
 man's Hall, cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1606 Main St Secretary
 Chas. Bennington, 1413 Santa Fe St Collector
 John O'Connor, 1420 Santa Fe St Receiver
 Frank Short, 1511 Main St Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 8 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 W. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 Jos. F. Butler, 1705 S. 5th St Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 430 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 430 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Masonic Hall, 5th and Columbia Sts. at
 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co. Master
 Albert H. Kelley 98 Green St Secretary
 Collector
 W. R. Johnson, 110 S 4th St Receiver
 Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P.M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AYON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2
 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 Alfred C. Sauls, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d Sunday and 4th
 Monday at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St. Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 Jas. Moroney, 2118 3 Ave. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Wm. Ryan, 603 W. Graham St Master
 P. L. Cutler, 604 N. Allen St Secretary
 P. L. Cutler, 604 N. Allen St Collector
 Ed. W. Spreen, 706 N. Mason St Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 Joseph Swable Master
 N. H. Olson, L. B. 173 Secretary
 Samuel Butson Collector
 Walter Morris, Drawer 5 Receiver
 F. C. Parker, L. Box 173 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sun-
 days at 2:30 P. M.
 Byron B. Wilber, 301 W Johnson st Master
 F. Lawrence, 416 W Mifflin St Secretary
 John Harrington, 530 W Main St Collector
 Byron B. Wilber, 301 W Johnson St Receiver
 Frank Lawrence, 416 W. Mifflin St, Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 W. E. Sullivan, 2235 S. 6th St Master
 W. E. Bristol, 516, cor 5th and Maple Secretary
 W. E. Sullivan, 2235 S. 6th St Collector
 C. C. Montgomery, 2012 Savanna Ave Receiver
 H. E. Slater, 1804 S. 9th St Magazine Agent

44. F. W. AEROLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and
 Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 256 Secretary
 Phil. C. Cramer, Box 68 Collector
 J. P. Collins, Box 256 Receiver
 I. E. Goodin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 G. W. Huffman, 310 S. Ringo St Master
 Albert Wade, 1316 North St Secretary
 William Smith, 206 S. Cross St Collector
 George Emery, 1009 North St Receiver
 Albert Wade, 1316 North St Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st
 and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N. Fifth St Master
 E. W. Rowland, 901 E Capitol Ave Secretary
 Wilson Somerville, 705 S 8th St Collector
 D. C. Webster, 1117 S. 8th St Receiver
 E. W. Anderson, 705 S. 8th St Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.

Lawrence Murphy, 1474 Indiana Ave. . . . Master
George Porter, 1509 Indiana Ave. . . . Secretary
George Porter, 1509 Indiana Ave. . . . Collector
Ben. Busch, 1537 Michigan Ave. . . . Receiver
M. Jones, 115 18th St. . . . Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.

George C. Watt, 617 1st St. . . . Master
J. V. Johnson, 413 Perseimon St. . . . Secretary
W. A. McMillan, 208 State St. . . . Collector
George C. Watt, 617 1st St. . . . Receiver
A. G. Elberson, 711 N. Adams St. . . . Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.

E. J. Wilkins, 1330 E. William St. . . . Master
Dan Dineen, 537 N Broadway . . . Secretary
Charles Hockery, 1643 E. William St. . . . Collector
A. H. Sutton, 1970 N Water St. . . . Receiver
E. J. Wilkins, 1330 E William St. . . . Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M., and 2d and 4th Saturdays at 7:30 P. M.

Calvin M. Wolcott, 5001 State St. . . . Master
W. H. Green 4900 Dearborn st. . . . Secretary
C. D. Dickerman, 5142 Dearborn St. . . . Collector
T. G. Berry, 337 46th St. . . . Receiver
F. C. Hannahan, 4087 Dearborn St., . . . Magazine Agent

51. FENSCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.

John S. Carson, Box 437, Station A, Springfield . . . Master
Michael Gaffney, Box 277 Springfield . . . Secretary
Geo. A. Hasler, Station A, Springfield . . . Collector
John S. Carson, Box 437, Station A, Springfield . . . Receiver
Michael Gaffney, Box 277, Springfield, . . . Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Saturday at 2 P. M.

Charles Truman, 1313 Spear St. . . . Master
W. A. McDonald, 1216 Smead St. . . . Secretary
A. W. Cook, 1,712 George st. . . . Collector
M. W. Jamison, 1,103 Broadway . . . Receiver
M. Porter, 1523 High St. . . . Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 130 P. M.

A. E. Pearce, Box 1201 . . . Master
T. J. Williams, 18 Pine St. . . . Secretary
John McGaha, Moline, Kan . . . Collector
John C. Hadley, 22 Pine St. . . . Receiver
C. Bryson, 323 West st. . . . Magazine Agent

54. AICHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.

J. F. Seely . . . Master
R. P. Corrigan, Box 632 . . . Secretary
M. Sullivan, Box, 1551 . . . Collector
R. P. Corrigan, Box 632 . . . Receiver
M. Sullivan, Box 1551 . . . Magazine Agent

55. SLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.

Jacob Fuches, L. & N. Shops . . . Master
Jacob Wagner, L. & N. Shops . . . Secretary
Jacob Wagner, L. & N. Shops . . . Collector
A. B. Klyce, L. & N. Shops . . . Receiver
Wm. Shanley, 238 High st. . . . Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.

W. E. Baldwin, L Box 400 . . . Master
Charles H. Runyan . . . Secretary
Joseph J. Smith, Box 51 . . . Collector
E. A. Newcomb . . . Receiver
W. M. Collicott . . . Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Templar Hall, 724 Washington St., 2d and 4th Sundays at 10:30 A. M.

F. F. Derby, 16 Hotel Salem, Charlestown, Master
Sheridan Bisbee, 202 Harrison ave. . . . Secretary
A. W. Spurr, 66 Hammond St. . . . Collector
W. H. Bigelow, 10 Hotel Salem, Charlestown . . . Receiver
H. E. Stevens, 5 Davis St. . . . Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.

Elmer E. Greeley . . . Master
C. B. Cottrell . . . Secretary
A. C. Thyle . . . Collector
George B. Clark . . . Receiver
Frank J. Peacock . . . Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.

A. M. McMurray, Box 458 . . . Master
S. R. Sexton, Box 330 . . . Secretary
C. S. Walker, 124 Mechanic St. . . . Collector
M. C. Donnelly, 216 E 3rd St. . . . Receiver
Wm. Chambers, D. & R. G. shops . . . Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.

James Wertz, 2013 N 3d St. . . . Master
Howard Reeder, 1943 Lawrence St. . . . Secretary
James Wertz, 2013 N 3d St. . . . Collector
B. F. Pettit, 1933 Marshall St. . . . Receiver
B. F. Pettit, 1933 Marshall St. . . . Magazine Agent

61. MINNEHABA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St. 2d and 4th Sundays.

James V. Piper, corner Jackson St., and Como Ave . . . Master
P. McLaughlin, 757 Park Ave . . . Secretary
Geo. W. Klinefelter, 889 Agate St. . . . Collector
Theo. T. Hart, 709 Tuscarora St. . . . Receiver
J. Johnson, 779 Penna ave . . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,

Geo. P. Berry . . . Master
U. S. Van Dermark, Box 41 . . . Secretary
W. H. Brokenshire . . . Collector
A. M. Banks, Box 479 . . . Receiver
D. N. Swan . . . Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.

H. J. Bohn, 501 E. Main St. . . . Master
George H. Boyd . . . Secretary
E. E. Partlow, 718 N. Hazel St. . . . Collector
B. M. Manion, 202 Collett St. . . . Receiver
Chas. Stevens, 512 Hazel St. . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

D. L. Davenport, 1521 E 6th St. . . . Master
Chas. Forsyth, St. James, Minn . . . Secretary
Sidney Weir, 508 Iowa St. . . . Collector
James Griffin, 419 Clark St. . . . Receiver
L. Lampson 1417 6th St. . . . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.

Frank Gillam, Box 235 . . . Master
Frank Chambers, Box 50 . . . Secretary
J. Evans, Box 498 . . . Collector
G. T. Bennett, Box 3 . . . Receiver
Thos. White, Winona, Minn . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.

W. C. Curtis, Box 80, Belleville Station . . . Secretary
Victor Wensley, Box 51, Belleville Station, Master
Wm. J. Logue . . . Collector
Wm. J. Logue . . . Receiver
Jas. Williamson, Belleville Station, Box 69 . . . Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.

John Ross, 9 Clarence Square Master
Geo. E. Crowhurst, 206 Grange ave. Secretary
P. Richardson, 19 Mitchell Ave Collector
James Pratt, 172 Huron St Receiver
D. Bracken, 689 King St. W. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.

J. S. McCauley, Box 24 Master
Richard Hall Secretary
P. E. Keating, Box 62 Collector
P. E. Keating, Box 62 Receiver
Geo. W. Defoe Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.

J. B. Hislop, Box 620 Master
George Purvis, Box 620 Secretary
J. G. Goodison, Box 206 Collector
W. J. Dowell, Box 188 Receiver
J. G. Goodison, Box 206 Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Monday at 2 P. M.

J. H. Doan, Box 411 Master
Charles S. Weller, Box 392 Secretary
Albert N. Oden, Box 411 Collector
T. E. Watts, Box 351 Receiver
C. W. Slayter Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays, at 3 P. M.

J. E. Owens Master
W. W. Rowe, 45 Clinton St. Secretary
Howard Wickham Collector
Irvin Baker, 38 Grove St. Receiver
Menzo W. Colyer, 24 Pine St. Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.

Geo. W. Tash, 236 Senate St. Master
James L. Gibbs, Collingswood Secretary
Geo. W. Austerubhl, 437 Mickle St. Collector
James L. Gibbs, Collingswood Receiver
Geo. W. Tash, 236 Senate St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d and 4th Sundays.

James W. Mead, 75 Prospect St. Master
J. J. Cunningham, 29 Prescott St. Secretary
J. J. Cunningham, 29 Prescott St. Collector
W. N. Holland, 9 Cutler St. Receiver
W. N. Holland, 9 Cutler St. Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.

Thomas Donahue, Box 421 Master
Edwin J. Pearce, Box 421 Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
Chas. Justice, Box 4421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons.

W. W. Jones, 5141 Franklin St., W. Phila-
delphia Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John T. Findley, 8604 Fairmount Ave. Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 8604 Fairmount Ave, Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.

Wm. Pannon, Box 67 Master
W. C. Hall, Box 253 Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Geo. Adkins Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.

Thos. N. Worth, 1,110 Converse St., N.
Denver Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 425 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St. Receiver
S. L. Kanaga, 2,601 Market St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 18th St., every Thursday at 7 P. M.

Frank Boltinghouse, 1,108 E. Third St. Master
J. P. Alcorn, 1,223 Engineer St. Secretary
J. P. Alcorn, 1,223 Engineer St. Collector
Henry Anleitner, 1106 E. 5th St. Receiver
C. L. Van Etten, 1218 E. 5th St. Magazine Agent

79 J. M. DODGE; Roodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays and 2d and 4th Sundays.

Dan O'Donnell Master
Charles E. Stone Secretary
Charles E. Stone Collector
Frank I. Carr Receiver
John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.

John S. Slick, 447 Main St. Master
P. G. Springer, Room 8 Frazier Block Secretary
Geo. J. Waters, 202 5th St. Collector
Chas. S. Mason, 91 South St. Receiver
P. G. Springer, Room 8 Frazier
Block Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and 4th Sundays 2 P. M.

W. J. Bain, Box 1,763 Master
Allen Mintzer, L. Box 1831 Secretary
George F. Watson Collector
J. F. McGinnis Receiver
Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets in I. O. O. F. Hall, 14 Washington Ave., 1st Saturday at 7:30 P. M. 3d Sunday at 2 P. M.

Ernest B. Mayo, 424 1st Ave South Master
W. E. Richmond, 820 N Girard Ave. Secretary
Robert J. Watson, Mt. Curve ave., bet.
Knox and Logan ave. Collector
W. E. Richmond, 820 N Girard Ave. Receiver
Ernest B. Mayo, 424 1st Ave. S. Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.

I. M. Dean, Box 590 Master
George H. Tucker, Box 590 Secretary
I. M. Dean, Box 590 Collector
George H. Tucker, Box 590 Receiver
Nick Phalar, Box 590 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.

John Tighe, 79 Hart St. Master
James Burgess, 64 Cliff St. Secretary
Frederick Voss, 103 Green St. Collector
E. C. Wilder, 50 South Ave. Receiver
R. E. James, 267 Marshall st. Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O. F. Hall, corner Robert St. and 2d Ave.

W. W. Sturman, 1604 16th St. Master
Wash. Terrett, 17 16th St. Secretary
Wash. Terrett, 17 16th St. Collector
Eugene McAuliffe, 114 9th St., S. Receiver
A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.

George W. DeForest, Box 455 Master
William N. Roth, Box 458 Secretary
George W. DeForest, Box 455 Collector
William N. Roth, Box 458 Receiver
D. A. Parker Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30 P. M.
 Thomas F. Croake, Box 57 Master
 Ed. Smyth Secretary
 J. B. Robinson Collector
 T. F. O'Donnell Receiver
 Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman Master
 E. R. Hall Secretary
 Wm. Verry Collector
 Dennis Moore Receiver
 Dennis Moore Magazine Agent

89. CHEAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 287 Selma St., Selma, Ala. Master
 D. C. Hair, Box 435 Secretary
 J. F. Sugg Collector
 E. L. Cranford, 287 Selma St., Selma, Ala. Receiver
 W. H. McDade, Atlanta, Ga. Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30 P. M.
 Jas. C. Sharp, Box 704 Master
 Jas. A. Brewster, Box 645 Secretary
 Wm. Fleming, Box 645 Collector
 J. M. Walker, Box 645 Receiver
 W. H. Fletcher, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th Tuesdays at 7:30 P. M.
 John A. Center, 322 Shotwell St. Master
 W. S. Runyon, 175 16th St. Secretary
 Ed. F. Dougherty, 230 Shotwell St. Collector
 W. F. Beck, 1100 Treat Ave. Receiver
 W. S. Runyon, 175 16th St. Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall, Jefferson Block
 Charles H. Spath, 39 W. Talman St. Master
 M. H. Counsell, 16 E. 5th St. Secretary
 James Whalen, 290 W. 7th St. Collector
 James Whalen, 290 W. 7th St. Receiver
 Thos. Bradley, 123 W. Cayuga St. Magazine Agent

92. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner Band Bluff St. Master
 E. J. Kelly, 519 Ridge St. Secretary
 John Burns, 513 Des Moines St. Collector
 E. J. Kelly, 519 Ridge St. Receiver
 J. Stanley, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, L. Box 218 Master
 H. W. Brandt, L. Box 218 Secretary
 W. E. Butler, L. Box 218 Collector
 J. W. Hudson, L. Box 218 Receiver
 Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St. Master
 John J. Doyle, 165 W. Chicago ave. Secretary
 J. F. Cantlon, 142 Front St. Collector
 E. W. Wallbaum, 188 Milton Ave. Receiver
 Allen Webb, Woodstock, Ill. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag, Box 665 Master
 Joseph Quinn, Box 665 Secretary
 L. M. Lockhart, Box 665 Collector
 Joseph Quinn, Box 665 Receiver
 M. R. Kerr, Box 635 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineer's Hall, at 512 San Fernando St., every Friday evening
 Ed. Whitney, 46 Ann St. Master
 H. C. Forryth, 22 Railroad St. Secretary
 Wm. T. Curl, 1438 San Fernando St. Collector
 Ed. Whitney, 638 San Fernando St. Receiver
 J. S. Gates, Mojave Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady Master
 H. J. Grubnau Secretary
 Fred Frolich Collector
 Edward G. White Receiver
 Veil Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening
 E. E. Pruyn, 41 1st Ave. Master
 W. P. Couch, 24 Thompson Ave. Secretary
 George Kingsley, 22 Upton Park Collector
 George Kingsley, 22 Upton Park Receiver
 Louis Mansfield, 44 Ames St. Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 Wesley Alsop, Box 600 Master
 Richard A. Potter, Box 600 Secretary
 A. M. Freeman, Box 600 Collector
 Richard A. Potter, Box 600 Receiver
 Wesley Alsop, Box 600 Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 223 Pine St., every Sunday at 2 P. M.
 John Igoe, Box 246 Master
 Frank E. Giltner Secretary
 Frank E. Giltner Collector
 John Igoe, Box 246 Receiver
 Frank Strunce Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in Druids Hall, 215 Walnut St., alternate Sundays at 2 P. M.
 R. E. Nash, 1412 Grand ave. Master
 W. L. Carss, 849 N 13th St., West Des Moines Secretary
 C. C. Woodard, 727 Court ave., Des Moines Collector
 F. S. Payne, 115 E. 9th St. Receiver
 W. L. Carss, 849 N 13th St., West Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 Isaac Honaker, 1014 E. Green St. Master
 Christ. Ketterer, 710 18th St. Secretary
 Murray Cook, 912 Magazine st. Collector
 Christ. Ketterer, 710 18th St. Receiver
 Henry Blume, 1000 10th St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson, Box 151 Master
 J. H. Nie, Box 151 Secretary
 Charles Helmberger, Box 151 Collector
 Frank Robertson, Box 151 Receiver
 Charles Helmberger, Box 151 Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.
 F. W. Peterson Master
 James Strahan Secretary
 J. M. Lindemon Collector
 L. E. Freeman Receiver
 Frank D. Fenn, L. Box 20 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofst Hall 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 280 Queen St. Master
 Henry Quade 446 High St. Secretary
 Joseph Chaloupka, 330 Queen St. Collector
 D. W. Mason, 438 High St. Receiver
 C. E. Redmond, D. M. & St. P. Shops Magazine Agent

107. ECLIPSE; Galion, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 P. D. Gregg, Box 677 Secretary
 Chas. D. Hoyt, Box 183 Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 R. T. Pearson Receiver
 John A. Simon, Antonio Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. J. Murphy, 814 Montrose Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1808 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L. Box 235 Master
 C. P. Collins, L. Box 235 Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, L. Box 235 Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 P. J. Slagle, L. Box 864 Master
 W. P. Fitzgerald, L. Box 846 Secretary
 F. W. Neidheiser, Box 605 Collector
 W. P. Fitzgerald, L. Box 846 Receiver
 Geo. W. Coen Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 2d and 4th Sundays, at 1:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 S. R. Wild Receiver
 W. S. Summers Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 John H. Hiller Secretary
 John H. Shannon Collector
 Frank Walton, Box 166 Receiver
 G. VanDoozer Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 Michael Walsh Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Jno. Buckley, 19th St. and O'4 Sts. Secretary
 Wm. Powell, 28th St. & Broadway Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, 28th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:30 P. M.
 J. N. Timens Master
 R. J. Gee, 1604 Poplar St., Port Huron Secretary
 R. J. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 Samuel Carson, Box 196 Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 S. T. Fletcher, 221 Maitland St. Master
 R. Hornsby, 154 Clarence St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 387 Simcoe St. Receiver
 Wm. Allan, 286 Clarence St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 3 P. M.
 Jas. Law, Richmond Station Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 George Findlay, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 W. H. Rougeau, River du Loup Station Receiver
 W. H. Rougeau, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 615 W Fayette St. Master
 Simon Mangum, 730 Odisco St. Secretary
 L. G. Rousson, 18½ Richmond St. Collector
 F. H. Livingston, 404 Jackson St. Receiver
 A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
 James F. Roody, 333 E. Market St. Master
 Isaiah D. Wolcott, 2 Magee St. Secretary
 Isaiah D. Wolcott, 2 Magee St. Collector
 E. E. Everts, 159 E Erie Ave. Receiver
 C. F. Ramsdell, 159 E Erie Ave. Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in I. O. O. F. Hall, every Sunday at 2 P. M.
 A. C. Reif Master
 W. D. Stokes Secretary
 Charles Roley Collector
 Thos. H. Crowner Receiver
 Wm. Wolf Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglas St., every Wednesday at 8 P. M.
 Albert Cole, 1719 Mason St. Master
 John Glynn, 1722 S. 6th St. Secretary
 J. D. Behrens, 810 Pierce St. Collector
 Albert Cole, 1719 Mason St. Receiver
 Wm. Millar, Randall House, Beatrice, Neb. Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
 W. B. Howe Master
 Wm. L. Johnston, Box 554 Secretary
 H. C. DeGroat Collector
 B. W. Zille, Box 889 Receiver
 W. W. Gage Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and 4th Sundays.
 W. M. Gallup, 512 S 8d St. Master
 J. P. Boyce, 408 S. Third St. Secretary
 J. L. Smedes, 609 R R St. Collector
 J. M. Larimer, 307 S 8d Ave. Receiver
 J. L. Smedes, 609 R R St. Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 B. C. Henry Master
 E. H. Tallmadge Secretary
 Thos. McFarlane Collector
 W. A. Brossard Receiver
 Wm. Ryan Magazine Agent

137. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assiniboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.
 J. G. Jonah, 226 McWilliam St. Master
 H. English, 76 William St. Secretary
 G. M. Vansickle, 31 Isabel St. Collector
 Thomas Reece, 20 Gunnell St. Receiver
 W. J. Higgins, 1 Shultz St. Magazine Agent

138. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.
 Geo. M. Brown Master
 C. C. Smith, Box 56 Secretary
 B. F. Brown Collector
 James McKenzie, Forsyth Receiver
 M. E. Colbert Magazine Agent

139. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.
 M. A. Harring, Box 525 Master
 J. F. Burns Secretary
 M. Quinn Collector
 J. S. Rogers, Box 622 Receiver
 Ed. McLean, Box 325 Magazine Agent

140. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at 2 P. M.
 Con. S. McAuliffe, 451 Walker St. Master
 Bernard J. Fahl, Western Ave. and Wells St. Secretary
 Con. S. McAuliffe, 451 Walker St. Collector
 Con. S. McAuliffe, 451 Walker St. Receiver
 Edward Henretty, 559 8d Ave. Magazine Agent

141. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.
 A. R. Johnson, Box 211 Master
 George L. Gearhart, Box 211 Secretary
 A. B. Johnson, Box 211 Collector
 M. E. Kenyon Receiver
 R. J. Luxan, Box 396 Magazine Agent

142. NARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows's Hall, 1st and 3d Sundays 2:30 P. M.
 Harry G. Poole, Box 386 Master
 B. S. Coleman Secretary
 Stephen E. Calkins, Box 49 Collector
 John H. Howell Receiver
 E. G. Bates, Lake City, Ia. Magazine Agent

143. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, 2d and 4th Sundays at 7 P. M.
 J. D. Irby, Box 10 Master
 H. A. Moore, Box 62 Secretary
 I. N. Stephens Collector
 Geo. E. Kendall, Box 62 Receiver
 T. J. Petersen Magazine Agent

144. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.
 W. C. Barney Master
 H. E. Cowan Secretary
 J. H. Cunningham Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

145. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
 Colin McArthur Master
 Jas. E. Handibo, Box 184 Secretary
 Wm. Rader Collector
 Colin McArthur Receiver
 W. P. Sirsion Magazine Agent

146. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.
 Thos. R. Wilkinson, Box 516 Master
 Archie McArthur, Box 516 Secretary
 Archie S. Edmunds, Box 516 Collector
 John A. Watson, Box 516 Receiver
 A. T. Granger, Lakeside Magazine Agent

147. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 C. W. Friend Master
 J. T. Hull, Box 375 Secretary
 Geo. W. Wright, Box 674 Collector
 A. Shunterman, Box 423 Receiver
 Geo. W. Wright, Box 674 Magazine Agent

148. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 W. C. Ingraham Master
 Harry Stanley, 101 Walnut St. Secretary
 P. H. Burns, 15 Float St. Collector
 George Showalter, 50 N. Galena ave. Receiver
 George Showalter, 50 N. Galena ave. Magazine Agent

149. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 G. G. Hutchings, Box 335 Master
 George E. Landes, Box 298 Secretary
 G. G. Hutchings, Box 335 Collector
 George E. Landes, Box 298 Receiver
 Parker Barrett Magazine Agent

150. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.
 A. G. Archer Master
 W. S. Brewster Secretary
 J. W. Hardy, L Box 599 Collector
 Henry Wise, L Box 599 Receiver
 S. W. Seelinger Magazine Agent

151. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 H. E. Kilpatrick, 142 N. Cass St. Secretary
 J. H. Westerman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S Lafayette St. Receiver
 Thos. Brown, 139 Montgomery St. Magazine Agent

152. SAFETY; Toledo, Ohio.

Meets at 329 Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction Master
 B. I. Ross, Penn. Engine House Secretary
 G. W. Nesper, 406 Broadway Collector
 Fred. E. Bittman, 718 S Erie St. Receiver
 J. G. Hoffstatter, Air Line Junction Magazine Agent

153. E. C. FELLOWS; West Oakland, Cal.

Meets in California Hall, 1,015 Clay St., every Saturday.
 T. L. Davis, 1232 Encinal Ave., Alameda Master
 A. J. Clark, Box 286 Oakland Secretary
 T. J. Roberts, 1,830 William St., Oakland, Collector
 C. Sellander, 963 4th Ave. East Oakland, Receiver
 E. P. Woods, Berkeley, Cal. Magazine Agent

154. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 A. B. Thompson Master
 Wilmot Keith Secretary
 William Hamilton Collector
 William Hamilton Receiver
 William Hamilton Magazine Agent

155. DAVY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.
 R. Nicholson, 319 10th St. Master
 Edward Beere, 208 Burlesson St. Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts. Collector
 Edward Beere, 208 Burlesson St. Receiver
 H. A. Donaldson, 117 River Ave. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 D. M. Moody, 105 Hardy St. Master
 E. C. Gerber, 41 Liberty Ave. Secretary
 Chas. F. Miller, E. P. Shops Collector
 H. Hoffman, 22 Hardy St. Receiver
 J. P. Monaghan, 13 Vine St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105 Master
 James Conney, Box 105 Secretary
 Frank John, Box 105 Collector
 W. W. Short, Box 105 Receiver
 H. C. Belt Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 Mike Bannan, Box 416 Master
 S. F. James, Box 416 Secretary
 W. F. Hanksin Collector
 M. E. Stafford, Box 488 Receiver
 J. W. Bain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1418 Ave. A Master
 P. A. Donahue, 311 W 55th St. Secretary
 Robert T. Roscoe, 1958 3d Ave Collector
 Albert H. Hawley, 201 W 141st St Receiver
 Chas Cowdrick, 2423 2d Ave Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. D. Fletcher, 212 Garden St. Master
 Wm. Charlesworth, 240 W. Washington St. Secretary
 Abe Switzer Collector
 Wm. D. Reany, 416 W Washington St. Receiver
 Wm. Thomas, 350 W. Washington St. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 98 Elgin St. Master
 Wm. Perkins, 150 Wellington St. Secretary
 Wm. Broughton, 18 Inchbury St. Collector
 William F. Baines, 180 Queen St. Receiver
 William Broughton, 18 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.
 W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Weir, Kirby House, Saginaw, Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 202 Hill St. Master
 J. B. Martin, 401 S. Broadway Secretary
 H. L. Wright, 11 S. Barbee St. Collector
 J. T. Helman, 114 N Broadway Receiver
 J. M. Parmley, 102 1st and Barbee Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.
 R. W. Cameron, Box 141 Master
 Ed. K. Brehl Secretary
 J. E. Flint, Box 819 Collector
 M. A. Lea, Box 77 Receiver
 S. C. McFadden, 717 E 2d st., Ottawa, Kan. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St. Master
 William J. Campbell, 2546 8th Ave. Secretary
 William J. Campbell, 2546 8th Ave. Collector
 C. C. McGrane, 2358 8th Ave. Receiver
 J. L. McGrane, 2358 8th Ave. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.
 W. E. Randolph, Box 256 Master
 N. F. Colbert, Box 256 Secretary
 M. T. Byrnes, Box 256 Collector
 J. C. Potter, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall every Sunday at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 F. P. Stutesman, L Box 807 Secretary
 Geo. H. Smith Collector
 M. E. Whetsel Receiver
 F. E. O'Connell Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Chas. E. Matteson, 187 Welsh Ave Master
 A. Edmiston, 298 Ripelle St. Secretary
 John W. Lee, 647 Congress St., E Collector
 Ed. Heldenrich, 124 Hastings St. Receiver
 Jesse B. Dodge 386 Livernois ave. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., 1st and 3d Mondays at 9:30 A. M.
 J. A. Parrish, 302 Berry St., East Master
 R. H. Powell, 500 Meridian St. E. Secretary
 R. H. Powell, 500 Meridian St. E. Collector
 S. P. Whitsett, 935 So Summer St. Receiver
 H. P. Bledsoe, 205 Berry St., E. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 W. H. Boleman, 509 William St. Master
 R. T. Skinner, 1503 Walnut St. Secretary
 E. F. Stiker, 1,611 Division St. Collector
 F. W. Hunter, 1,044 Main St. Receiver
 H. P. McLeish, 1010 Chestnut Street, Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 J. D. Hawksworth, 2003 Madison St. Secretary
 J. A. Richards, 1117 S 8th St. Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 J. A. Richards, 1117 S 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S Main St. Master
 J. C. Doty, 311 Harrison St. Secretary
 Theo. Snader, 510 Sixth St. Collector
 D. F. Wagner, 328 Jefferson St. Receiver
 Sam. E. Ivey, Box 973 Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim. Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 Dewitt Hope, Box 56 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derck, Box 202 Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.
 J. E. Brombaugh Master
 O. M. Leedy Secretary
 George B. Richason, Box 283 Collector
 Albert I. Routh Receiver
 G. W. Adams, Box 166 Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.

C. M. Keller, Box 619 Master
J. P. McCauley, Box 340 Secretary
John E. Dolan, Box 915 Collector
C. E. Wallace, L. Box 933 Receiver
A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.

Chas. W. Bryan Master
W. J. Garson Secretary
Chas. W. Bryan Collector
Hugh Farmer Receiver
H. P. Smith, Wallula, Wash. Ter., Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.

Fred. Stirmemann Master
J. E. Wells, 416 Avon St. Secretary
George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
Thos. Cawley, 522 Mill St. Receiver
Frank M. Barker, 713 George St. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.

H. H. Sweet, 51 Elm St. Master
V. C. Randolph, 79 River St. Secretary
A. H. Spencer, 18 Elm St. Collector
A. H. Spencer, 18 Elm St. Receiver
W. A. Saylor, 165 Canisteo St. Magazine Agent

170. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.

George E. White, 357 E 3d St. Master
A. H. Garfield, 511 Beach St. Secretary
Thos. C. Lauters, 620 Utah St. Collector
Frank Booth, Room 1, Houghton blk. Receiver
Ed. Sampson, 1036 6th St. Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.

John J. Furguson Master
Thos. W. Hennessy, Box 167 Secretary
Peter Fraser Collector
Jas. A. Sproull, Box 167 Receiver
R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.

W. W. Hawley, 44 Lorne Ave. Master
Mills Foster, 544 Wellington st. Secretary
H. A. McCauley, Hintonbury Collector
Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver

Tim Brennan, Mt. Sherwood P.O. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.

Clem Welker Master
Geo. F. Fleming Secretary
Simeon Frost, Coolidge, N. M. Collector
Jas. Bullard Receiver
Wm. J. Burke Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.

Ed. E. Ewing, cor. Front and Boas Sts. Master
W. H. Morne, 1504 N 6th st. Secretary
H. J. Roberts, 503 Riley St. Collector
William Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.

Ben. Tobin, 228 Indiana Ave. Master
James Kelsey, 348 E. Main St. Secretary
Willis Stone, Gay St., E. Collector
Lorane Hogue, 56 N. Arch St. Receiver
Lorane Hogue, 56 N. Arch St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.

A. G. Turley, Box 65 Master
W. F. Gorman, Box 285 Secretary
W. F. Gorman, Box 285 Collector
C. H. Porter, Box 41 Receiver
C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.

Geo. M. Lovett Master
H. M. Worthington, Box 184 Secretary
Geo. C. Sparks, Box 184 Collector
M. H. Neal, Box 184 Receiver
H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.

Leonard W. Kessler, 50 N 3d St. W. Master
J. F. Keim, 704 W 1st S St. Secretary
F. A. Featherston, 222 N. 3d St. W. Collector
W. C. Wightman, 50 N 3d St., W. Receiver
E. L. Hankins, Blake Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.

J. W. Barber, University Place Master
J. K. Robinson, 718 H St. Secretary
J. W. Barber, University Place Collector
J. K. Robinson 718 H St. Receiver
E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.

M. J. Kiley, 602 Jefferson Ave. Master
Wm. O'Connell, 2,017 Poplar St. Secretary
David Meehan, 1 C. R. R. Shops Collector
M. J. Kiley, 602 Jefferson Ave. Receiver
G. H. Shaw, 2,007 Commercial ave. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.

Wilson Munro Master
James Combs Secretary
Alexander Dunbar Collector
James Nicholson Receiver
Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.

R. E. Hilliker, Miles' Grove Master
A. H. Gifford, 221 W 18th st. Secretary
A. H. Gifford, 221 W 18th St. Collector
T. F. Ray, cor 19th and Chestnut sts. Receiver
Geo. Haybarger, cor 16th and Chestnut sts. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.

W. H. Jayred Master
W. H. Cross Secretary
J. B. Calvin Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 801 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.

Jacob Bowsher, 496 S Tanner St. Master
M. R. Lacy Secretary
Jacob Bowsher, 496 S Tanner St. Collector
John E. Myers, 734 Broadway Receiver
S. H. Hartising, 328 N Pierce St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.

Dan Durke, Box 311 Master
L. S. Lytle, Box 320 Secretary
J. T. McGee, Box 311 Collector
C. L. Webster, Box 311 Receiver
J. H. Grove, Box 143 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3834 State St., 1st and 3d
Sundays of each month.
J. E. Callaghan, 3813 La Salle St. Master
Jas. Manning, Wabash Roundhouse,
41st St. Secretary
John Nolan, 3829 Butterfield St. Collector
Jas. Everett, 4219 School St. Receiver
Wm. Deacer, 5151 School St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, every Sunday at 7 P. M.
John W. Parson Master
M. Hudleson Secretary
Frederick L. Patton Collector
John W. Parson Receiver
W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Miehle Hall, cor. Western Ave. and
Indiana St., 1st and 3d Sundays at 2 P. M.
E. P. Tobias, 89 Fairfield Ave. Master
Walter Karch, 910 Fulton St. Secretary
Chas. Benjamin, 49 Maplewood Ave. Collector
Lewis L. Gay, 675 Park Ave. Receiver
Fred Myers, 1031 Superior St. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and
4th Sundays.
H. L. Nichols Master
D. E. Hogan, L. Box 152 Secretary
Jay Parkinson, 723 S. Jefferson St., Green
Bay Collector
Martin Sheehy Receiver
J. T. La Haie, Grand Rapids Magazine Agent

190. FERGUSON; Mitchell, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2
P. M.
Emmet Wentworth, Box 102, Sanborn, Ia., Master
Albert D. Perry, Box 727 Secretary
Oscar W. Merwin, Box 189, Sanborn, Ia. Collector
Oscar W. Merwin, Box 189, Sanborn,
Iowa Receiver
Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at
7:30 P. M.
James Martin, L. Box 6 Mastey
Forrest Bullard, Box 51 Secretar
Walter F. Jellison Collector
H. E. Conger Receiver
Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays and
4th Sunday at 7:30 P. M.
Frank S. Stevens, 1201 A. St. Master
J. H. Malin, 1516 Pacific Ave. Secretary
Frank S. Stevens, 1201 A. St. Collector
Phillip Green, 1516 Pacific Ave. Receiver
George Ames, 2314 Jefferson Ave.
nue Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
W. Hays, Albina Master
J. F. McQuade, Box 287 Secretary
E. J. Stroud, Box 287 Collector
D. J. Byrne, Box 287 Receiver
D. J. Byrne, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30
P. M.
C. M. Doucett, Box 181 Master
W. J. Hannan, Box 101 Secretary
C. N. Baird, Box 369 Collector
George C. Slade Receiver
C. N. Baird, Box 369 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
Chas. H. Thompson Master
Chas. C. Hammond Secretary
Joseph Bagley Collector
James Duffy Receiver
James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., ever
Friday at 8 P. M.
Chas. E. Phelan, Box 330 Mast
S. W. Burdick Box 330 Secretar
George Laughton, Box 330 Collecto
John Nelson, 312 W. 7th St. Receiv
Harry C. Newell, 221 E 12th St. Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday;
1:30 P. M. in B. of L. E. Hall, Law's Building
James Bailey Mast
Sam McCormack, Box 309 Secretar
Leonard Hulbert Collecto
James Bailey Receiv
A. M. Johnson, Box 337 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
V. C. Fitzsimmons, 50 1/2 State St. Mast
H. P. Bayley, 15 State St. Secretar
W. T. Clark, cor. Hester St. & Ford ave. Collecto
W. Y. Dennis, 15 State St. Receiv
H. G. Ferris, 35 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First Nation
Bank, 21 Federal St., 2d Sunday afternoon at
4th Thursday evening.
David Heinzelman, 313 Henrietta St. Mast
W. B. Wiseman, 1101 Oak St. Secretar
M. J. Hallisy, 549 Crossman Ave. Collecto
W. B. Wiseman, 1101 Oak St. Receiv
A. C. Clemens, 947 Sheehy St. Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening
at 7:30 P. M.
Henry Slager, N. O. & N. E. shops Mast
W. H. Armstrong, L. Box 470 Secretar
John H. Woodruff, 8129 5th St. Collecto
Simon F. Baker, 423 41st Ave. Receiv
Simon F. Baker, 423 41st Ave. Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.
J. D. Bledsoe Mast
James Gaffney Secretar
W. J. Teague Collecto
Robert McKinley Receiv
W. F. Quinn, M. & O. shops Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M.
and 3d Monday at 7 P. M.
Sinner A. Barker, 435 2d St. Mast
Lewis R. Gettle, jr., 86 N. Sugar St. Secretar
Wm. Cutter, Box 320 Collecto
J. H. Brandenburg, 143 Hearn St. Receiv
W. F. Matthewson Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Sunday at 2 P. M.
M. W. Smith, Box 169 Mast
S. P. Phillips Box 36 Secretar
J. M. Whiteman, Box 28 Collecto
V. B. Moughlor, Box 73 Receiv
G. W. Artis, Box 103 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
Geo. B. Yauch, L. D. R. Mast
L. D. Roberts, L. Box 165 Secretar
William E. Dixon Collecto
L. D. Roberts, L. Box 165 Receiv
J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sunday
2 P. M.
Christ. McGinnis, 16 State St. Mast
Thos. Norwood, 217 Jefferson St. Secretar
E. H. Powell, 405 Lake St. Collecto
Christ. McGinnis, 16 State St. Receiv
John R. Mullins, 116 Monroe St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson St.
every Tuesday at 7:30 P. M.
D. L. Forsyth, 88 market St. Mast
Chas. A. Crane, 85 Florida Ave. Secretar
J. E. Smithers, 58 Florida Ave. Collecto
Chas. A. Crane, 85 Florida Ave. Receiv
Thomas Cosgrove, K. C. M. & B. Round
House Magazine Agent

- 297. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall, every Wednesday evening.
S. H. First, 800 Water St. Master
F. H. Nichols, 1025 Water St. Secretary
Thomas Newberry, 357 E Center St. Collector
George A. Oster, 356 Randolph St. Receiver
H. J. Prenatt, 783 Garden St. Magazine Agent
- 298. KEYSTONE; Sasquehanna, Pa.**
Meets in Doran's Hall every Tuesday at 7:30 P. M.
John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 387 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent
- 299. SARATOGA; Whitehall, N. Y.**
Meets in Breet's Hall, alternate Sundays.
W. R. Combs, Box 56 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 56 Receiver
Mike Bradshaw Magazine Agent
- 210. 18-K; Schenectady, N. Y.**
Meets in McCamus Hall every other Thursday.
John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
H. Maloney, Box 497 Magazine Agent
- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 3 P. M.
Stewart Bowers, 946 Wilkesbarre St. Master
L. C. McKee, 209 S 5th St, Easton Secretary
James R. Morris, 711 Wilkesbarre St. Collector
A. J. Mickley, 725 Berwick St. Receiver
D. W. Henry, 445 Wilkesbarre St. Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars' Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St. Master
Geo. D. Ackerson, 42 Coffeen St. Secretary
S. G. Wells, 28 Meadow St. Collector
F. C. Nichols, 28 Meadow St. Receiver
W. Graham, 80 Arsenal St. Magazine Agent
- 213. WEST SHORE; Syracuse N. Y.**
Meets in Doolittle Hall, Pine St., alternate Sundays.
James H. Allison, 103 Henderson St. Master
Carl E. Blanchard, 142 Oak St. Secretary
Patrick Conlon, 410 Renwick Ave. Collector
Edward Davis, 140 Oak St. Receiver
J. L. Sullivan, 103 Henderson St. Magazine Agent
- 214. OREOLE; Baltimore, Md.**
Meets in Beruyn Hall, on 1st St. 2d and 4th Sundays.
Jno. H. Baker, 1707 Maryland Ave. Master
J. W. Akehurst, 442 Federal St. Secretary
Geo. F. Shuman, 515 8d Ave., Hampden City Collector
Geo. C. Yeagy, 448 Federal St. Receiver
T. C. Lambden, 1309 Valley St. Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St. Secretary
Wm. A. Buckbee, 52 Pine St. Collector
Chas. J. Wriker, 17 Glenn St. Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent
- 216. BLACK RIVER; Lorain, Ohio.**
Meets in K. of P. Hall, Benson Block, 2d and 4th Sundays at 12 o'clock noon.
J. M. Hines Master
John J. Wright Secretary
J. C. Crouch Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport . Magazine Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall, 2d and 4th Sunday after noons.
Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent

- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Clayton Colvin Master
Richard Griffith, Box 268 Secretary
Wm. Michle Collector
Richard Griffith, Box 268 Receiver
E. Taylor, Box 152 Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
J. L. Phillips, 234 Locust St. Master
Geo. R. Fletcher, 307 Allegheny Ave. Secretary
Samuel Overlander, 86 Bidwell St. Collector
H. B. Shaffer, 208 Locust St. Receiver
U. H. Simpson, 303 Franklin St., Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.
A. C. Wittich, Box 212 Master
J. H. Kemberling, Box 212 Secretary
H. W. Shofstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
John F. Walls, Box 212 Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
William H. Forbes Master
J. W. Gray, L Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
Wm. Shortman, Box 59 Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets in B. of L. E. Hall, 2d and 4th Sundays.
Jacob A. Fessler Master
O. G. Anderson, Box 49 Secretary
M. McVicker Collector
Homer M. Rhodes, Box 499 Receiver
A. W. Nunnis, Box 299 Magazine Agent
- 223. POTTAWATOMIE; Wamego, Kan.**
Meets in Odd Fellow's Hall Sundays at 2 P. M.
R. W. Spragg Master
John H. Kane, 304 N. Fifth St., Kansas City Secretary
F. E. Easterday, Box 173 Collector
Jas. M. Sanders Receiver
Alvin W. Roe, U. P. Depot, Salina. Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays at 8 P. M.
Abe Vogel, 524 19th Ave N. Master
Hubert Gans, Box 1131 Secretary
John Mournan Collector
Abe Vogel, 524 19th Ave N. Receiver
Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets in Smith's Hall every Monday night.
T. L. Dummerd Master
Wm. T. Reid Secretary
Milo A. Bryant Collector
Joseph Fregeau Receiver
Joseph Fregeau Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
J. H. Dunkin, 813 Preston St., Dallas Master
W. M. Nicol, L Box 230 Secretary
J. Barry, H. & T. C. R. Shops Collector
W. M. Nicol, L Box 230 Receiver
J. Hyndman, H. & T. C. Shops . Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
Theo. Haskins, 3 Birdsall St. Master
T. W. Campion, 42 Robinson St. Secretary
Robert Rothrock, Cemetery St. Collector
Theo. Haskins, 3 Birdsall St. Receiver
G. B. Warner, 80 Lewis St. Magazine Agent

225. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave.,
1st and 3d Sundays at 2:00 P. M.
R. S. Gillingham 128 10th St., Hyde

Park Master
Wm. H. Brutzman, 329 Franklin Ave. Secretary
Albert J. Thomas, 317 S Hyde Park Ave.,
Hyde Park Collector
Ed. H. Beldin, 1236 Academy St., Hyde
Park Receiver
L. Firestin, 818 Hampton St. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at
2:00 P. M.

J. J. Quirk, cor. Mary and Albany Sts. Master
Chas. A. Pease, 102 Broad St. Secretary
John A. Weigand, 32 Hubble St. Collector
Chas. A. Pease, 102 Broad St. Receiver
Fred Ebensperger, 150 Catharine
Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 206 Washington Ave., 1st,
3d and 5th Mondays at 7:30 P. M.
William H. Bagley, 541 Clinton Ave. Master
Courtland Maher, 11 Prospect Ave. Secretary
Luke F. Kelly, W. Albany Collector
Jas. J. Gill, 91 Livingston Ave. Receiver
Wm. C. Booth, 183 Livingston
Ave. Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in B. of L. F. Hall, corner 3d and Market
Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. F. Fagan, 407 S. Jackson St. Master
G. H. Larimore, 916 Poplar Sts. Secretary
L. L. Sargent, 618 W. 4th St. Collector
E. M. Sargent, 618 W. 4th St. Receiver
Jacob Z. Orr, 326 E. Second St. Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in A. O. H. Hall 2d Monday and 4th
Wednesday nights.
T. F. Farrell Master
Fred. H. Davis, 17 Sprague Ave. Secretary
H. B. Weeden, 281 North St. Collector
C. E. Ward, 79 Wisner Ave. Receiver
M. J. Quinn, Norwich Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and
3rd Sunday afternoon.
Henry Smider, Box 376 Master
Geo. W. Speer Secretary
William H. Gay Collector
Alfred Wood, Box 376 Receiver
Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
John Mitchell Master
Adam Beattie Secretary
James Devine Collector
John Clemenson Receiver
Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets in Welsh Bros. Hall at cor. 26th St. and
Penn Ave., alternate Sundays, at 2 P. M.
R. O. Ferron, 2903 Penn ave Master
J. C. Gray, 241 45th St. Secretary
Wm. J. Adams, Box 213 Wilkinsburg Collector
Jos. W. Graham, 2,907 Penn Ave Receiver
Jos. Graham, 2,907 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30
P. M.
W. E. Lyons Master
J. P. Lear, Box 17 Secretary
T. E. Cobbs Collector
R. P. Boyd Receiver
T. E. Cobbs Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sun-
days.
M. J. Kennedy, 549 W. Ohio St., Chicago Master
Wm. Hartigan Secretary
David Leavitt Collector
Thaddeus Chew Receiver
G. J. Rowbottom, 168 Avers Ave.,
Chicago, Ill. Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
J. P. Wesley, 1,105 Broadway Master
W. E. Paley, 1,115 Broadway Secretary
J. A. McCann, 1,115 Broadway Collector
C. F. Swanson, 718 Court St. Receiver
C. P. Boyd, 125 N 18th Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Firemen's Hall, 51 N. Lake St., 2d and
4th Sundays at 1 P. M.
James B. Healy, Elmwood Place Master
Fred R. Jaynes, 18 N. Liberty ave. Secretary
Thos. F. Barker, 281 E Central Ave. Collector
Benj. Dettleback, 381 E Central Ave. Receiver
T. J. O'Connor, 167, E. Winterst. Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d
and 4th Monday at 2:30 P. M.
George Hastings, cor. Orange and Grove
Ave Master
M. A. Henry, 327 Quarry St. Secretary
R. J. Black, N. Elm Ave Collector
M. A. Henry, 327 Quarry St. Receiver
Edward J. Coy, 523 E Main St. Magazine Agent

241. LAKE ERIE; Buffalo, N. Y.

Meets in B. of L. E. Hall, 421 S. Division St., Al-
ternate Fridays, at 7:30 P. M.
Daniel E. Barry, 552 Swan St. Master
P. W. Springweller, 145 Monroe St. Secretary
P. W. Springweller, 145 Monroe St. Collector
I. H. Crossman, 500 Swan St. Receiver
F. H. Goodenough, 772 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2
P. M.
John Finlay, Jr., 505 Fulton St. Master
Harry F. Millins, 851 Magee St. Secretary
J. Hungerford, 325 Norton St. Collector
Har y F. Millins, 851 Magee St. Receiver
Feroy P. Davies, 519 Penn Ave. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Sundays at 9 A. M. over National
Bank, State line.
J. S. Evans, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark. Secretary
E. H. Evans, Bonham Collector
C. J. Neff, Texarkana, Ark., Box 64 Receiver
J. J. Holmes, Bonham Magazine Agent

244. T. P. O'BURKE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson
Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30
P. M.
P. C. Winn, 225 Blue Island Ave. Master
G. M. Whitmore, 1,148 S. Grenshaw St. Secretary
E. Atkins, 180 Maxwell St. Collector
Chas. J. Lynch, 356 W. 12th St. Receiver
Elmer E. Crawford, 5380 School
St. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Stelts, 64 W. Broad St. Master
Adam Hutton, 271 Bull St. Secretary
Adam Hutton, 271 Bull St. Collector
John Murphy, Gaillard St., 3 doors from
Burrough St. Receiver
C. Z. McArthur, C. R. R. shops Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
J. I. Davidson, Congress St. Master
T. E. Jordan, cor. 3d and Boundary Sts. Secretary
W. H. Lofey, 704 3d St. Collector
R. P. Almy, 704 Third St. Receiver
H. Swansburger, 1425 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K of P Hall, every Sunday at 2 P. M.
W. H. Hollingsworth, R. & D. R.R. Shops Master
Geo. W. Manning, 53 W. Simpson St. Secretary
T. E. Landen, W. & A. shops Collector
Chas. W. Fisher, 106 E Simpson St. Receiver
J. C. Burnett, 79 Davis st Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1:30 P. M.
 William Rose Master
 John C. Espy, Box 306 Secretary
 Dan. L. Cook Collector
 Wm. M. McGregor, Box 416 Receiver
 H. S. Redhead, Box 226 Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon Master
 R. J. Aspin Secretary
 Robert Cross Collector
 Alexander Melville Receiver
 P. F. Roach Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
 E. A. Relley, Ashley, Pa. Master
 Peter Becker, 15 Ralph St. Secretary
 R. H. Digory, Box 130, Kingston, Pa. Collector
 Charles Van Why, Box 73 Ashley Pa. Receiver
 Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.
 Wm. H. Spencer, Box 375 Master
 John McAllister, Jr., Box 178 Secretary
 Lafayette Wildonner, Box 375 Collector
 Charles Roberts, Box 376 Receiver
 Wm. H. Spencer, Box 375 Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at 1 P. M.
 J. C. Strawbridge, 709 Locust St. Master
 Lafayette Fridy, Box 602 Secretary
 Joseph Dennison, 640 Chestnut St. Collector
 Martin M. Hinkle, 711 Walnut St. Receiver
 H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.
 Chas. W. Scott, 24½ Grant Ave. Master
 Robert Stackhouse, 697 Broad St. Secretary
 Thos. H. Decator, 45 Hart Ave. Collector
 Frank P. Parsons, 175 Brunswick Ave. Receiver
 Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
 W. T. Mahoney Master
 A. F. Dickinson Secretary
 H. F. Reinehl, Box 524 Collector
 P. J. Farrell Receiver
 J. T. Heatwole Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.
 James M. Zorn Master
 W. S. Ballou, 704 S. C St. Secretary
 J. E. Drennan Collector
 Samuel S. Small Receiver
 Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in Slater's Hall every Sunday, at 2:30 P. M.
 Joseph McMahan Master
 M. D. Finn, Box 113 Secretary
 J. B. Clark Collector
 G. A. Milroy, Box 114 Receiver
 M. H. Lintz Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 Charles Miller, Box 56 Master
 Aubyn W. Allison, Box 218 Secretary
 John W. Cullen Collector
 James R. Smith, Box 187 Receiver
 J. McPherson, 111 Kansas ave., Trinidad, Colo. Magazine Agent

258. KENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Edward Norton Master
 Chas. W. Arnold, L. Box 29 Secretary
 John M. Green Collector
 Fred. Shirk Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.
 William Buckley, 316 Third Ave E. Master
 William Buckley, 316 Third Ave. E. Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 316 Third Ave E. Receiver
 J. M. Rummel, Merchant's Hotel, Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.
 G. E. Hanford, 1,790 O St. Master
 Ralph Smith, Box 107 Secretary
 J. F. Hickey, Box 107 Collector
 C. W. Osborne, Box 107 Receiver
 H. C. Carragher, 321 P. St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 A. L. Crew Master
 John J. McInnis, Box 119 Secretary
 Charles McDonald Collector
 Chas. D. Martin Receiver
 John J. McInnis, Box 119 Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.
 Fred. A. Sproule Master
 John T. Neilson, Jr., 47 Medland St. Secretary
 William Hyndman, Box 61 Collector
 James Mahoney Receiver
 Wm. B. Ritchey, 41 Hook Ave. Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall 1st and 3d Thursdays at 2 P. M. and 2d and 4th at 8 P. M.
 S. M. Bridgewater, Box 10 Master
 E. P. Curtis, Box 72 Secretary
 W. H. Pipkin, Box 10 Collector
 S. M. Bridgewater, Box 10 Receiver
 W. S. Carter, L. Box 10 Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 E. E. Sweeney, 27 Wyoming ave., S. Butte Master
 J. Hatter, 114 Wyoming ave., S. Butte Secretary
 John Alexander, 22 Wyoming ave., South Butte Collector
 J. S. Sweeney, L. Box 11, South Butte Receiver
 B. C. Hankla, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 Jas. Leech, 525 S Division St. Master
 George Schaufele, 23 Sycamore St. Secretary
 H. L. Brown, 427 Cass St. Collector
 L. A. Ogden, 233 Center St. Receiver
 S. Ide, 64 Monson St. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall
 W. H. Buntin Master
 J. M. Golden Secretary
 R. B. Nichols, Box 120 Collector
 M. Purdy Receiver
 E. Doner, Box 497, Antigo, Wis. Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave. Master
 J. E. Coyne, 121 Pacific Ave. Secretary
 A. H. Flynn, 87 Pacific Ave. Collector
 Wm. T. Donner, 93½ Allix St. Receiver
 P. J. LeSueur, 56½ Verret St. Magazine Agent

268. CLIFTON HIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market
Sts., 1st and 3d Sundays at 2 P. M.
Harry McDougall, 78 W 2d St. Master
Harry McDougall, 78 W 2d St. Secretary
George M. Kobe, 239 Poplar St. Collector
J. S. Keane, 106 W Main St. Receiver
George L. Stein, 34 W 3d St. Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St. and Cen-
tral Ave., 1st and 3d Sundays.
J. S. Shehan, 1110 W 6th St. Master
H. E. Jordan, 401 W 4th St. Secretary
H. E. Jordan, 401 W 4th St. Collector
George W. Snyder, 56 Storrs St. Receiver
H. E. Jordan, 401 W 4th St. Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in G. A. R. Hall, 2008 Cedar Ave. South,
1st Sunday of at 1:30 P. M., and 3d Saturday at
7:30 P. M.
Oliver Johnson, 821 11th Ave. S. Master
Patrick Perusse, 1,837 22d St., S. Secretary
R. F. Humphrey, 22d St. between Cedar
and 18th Ave. S. Collector
George Cavanaugh, 2426 Fort Ave. Receiver
J. D. Shewmaker, 1,854 24th Street
South Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 1st and 3d Sun-
days at 2 P. M.
Theo. F. Ayers Master
William Weiler, Box 25 Secretary
Chas. E. Force Collector
William Weiler, Box 25 Receiver
M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays at 3:30
P. M.
John S. Eveland Master
Jeremiah Desmond Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets in P. O. S. of A. Hall, Cor. Arapahoe and
14th Sts., every Monday evening.
Wm. Bratton, 1,245 S. 6th St. Master
John P. Dale 1140 12th St. Secretary
R. B. Hind, 1024 S. 7th St. Collector
John P. Dale, 1140 12th St. Receiver
E. A. Schlereth, 911 S. 9th St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays
at 7:30 A. M.
G. G. Davis Master
C. F. Jordan Secretary
E. H. Hyde Collector
B. G. Mosely Receiver
W. C. Mosely Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts.,
1st and 3d Sundays at 1:30 P. M.
W. R. Sanders, Carrington St., Crow's
Hill, Henrico Co., Va. Master
C. I. Smith, C. & O. Round House Secretary
W. A. DeMaine, C. & O. Round House Collector
W. R. Sanders, Carrington St., Crow's
Hill, Henrico Co., Va. Receiver
W. R. Sanders, Carrington St., Crow's
Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
Fred. Clutterbuck, Box 624 Master
Angus Morton, Box 428 Secretary
Henry Andrews, North Bend Collector
Robert Bunt, Box 624 Receiver
James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Jo-
chim Sts., 2d Sunday at 1 P. M.
O. E. Adams, L. & N. Shops Master
T. W. Kerns, L. & N. Shops Secretary
T. W. Kerns, L. & N. Shops Collector
C. W. Barnard, L. & N. Shops Receiver
Theady Green, L. & N. Shops Magazine Agent

278. WHITE BREAST; Laredo, Tex.

Meets in I. O. O. F. Hall, Sundays at 2:30 P. M.
J. E. Franklin Master
P. G. Lovenskold Secretary
P. G. Lovenskold Collector
W. E. Richmond Receiver
J. B. G'Sell Magazine Agent

279. MONTE SANO; Tuscumbia, Ala.

Meets in K. P. Hall 1st Saturday.
R. P. Taylor Master
H. H. Burkhart Secretary
J. W. Smith Collector
H. H. Burkhart Receiver
S. M. Hall Magazine Agent

280. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th
at 7 P. M., in Boyd's Hall.
W. W. Buttler Master
Chas. D. Crane Secretary
James Kennedy Collector
Jacob Myers Receiver
J. H. Lananhan Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 2d and 4th Sundays at 9
A. M.
Geo. J. Flynn, Box 61 Master
W. H. Martin, Box 61 Secretary
J. F. Conlon, Box 61 Collector
R. D. Corey, Box 61 Receiver
Geo. Nichols, Box 61 Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th
and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
J. T. Wortham Master
Calvin Minnlear Secretary
Grant Lafferty Collector
Harry Standring Receiver
C. H. Tennyson Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M.,
and 4th Sunday 8 P. M.
Peter Wentz, Jr., Hallstead, Pa. Master
E. Edenger, Box 67 Secretary
W. B. Trowbridge, Hallstead, Pa. Collector
H. F. Trowbridge, Hallstead, Pa. Receiver
S. H. Wells, Hallstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d
Sunday at 2 P. M.
Levi H. Rude, 54 DeWitt St. Master
Ed. A. Ferrill, 159 Rosette St. Secretary
John Scannell, Box 1124 Collector
William A. Pyle, 46 Arthur St. Receiver
Ed. J. Kenney, 196 Cedar St. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d
and 4th Sundays.
Robert H. Osmond, 55 Allen Place Master
Emery E. Bill, 27 Vine St. Secretary
Henry Vanderburg, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays
at 2 P. M.
John C. Kull, cor. Washington & Astor Sts. Master
Will F. Carle, 609 N Washington Ave. Secretary
Will H. Moore, 110 Kirch St. Collector
J. C. Kull, cor. Washington & Astor Sts. Receiver
Will F. Carle, 609 N Washington
Ave Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., between 8th and
9th Ave., 2d and 4th Sundays at 2 P. M.
Chas. H. Ross, 418 Fifth Ave. Master
W. E. Burkett, 923 16th St. Secretary
E. K. Gerhard, 1903 Union Ave. Collector
F. A. Davis, 1923 13th ave Receiver
Jas. J. Anthony, 1903 Union Ave. Magazine Agent

- 288. EMMET; Estherville, Iowa.**
Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
A. S. Houlshouser, Box 5 Master
P. J. Sullivan, Box 48 Secretary
A. S. Houlshouser, Box 6 Collector
R. S. Robinson, Box 102 Receiver
Frank Little, Box 35 Magazine Agent
- 289. MT. LOOKOUT; Chattanooga, Tenn.**
Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
Raimon Segasser, 153 Cowart St Master
J. C. Gilbreath, 618 Cowart St Secretary
J. A. Hartsock, 153 Cowart St Collector
Garrie Vanarsdale, 153 Cowart St Receiver
Garrie Vanarsdale, 153 Cowart St Magazine Agent
- 290. MARION; Hannibal, Mo.**
Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
T. H. Hart, 412 Washington St Master
C. E. Lowe, 412 Washington St Secretary
J. T. Hart, 412 Washington St Collector
Fred Ogile, 412 Washington St Receiver
L. R. Bickel, 120 3d St, 8 Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets in Schiellein Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.
Geo. A. Carman, Sackman St., near Liberty ave Master
Geo. W. Bruno, 160 Hull St Secretary
W. J. Cox, 45 Snedeker ave Collector
Thomas H. Smith, 793 Monroe St Receiver
John A. Bolger, 12 Hull st (E.D.) Magazine Agent
- 292. POCAHONTAS; Poplar Bluff, Mo.**
Meets in Masonic Hall, 1st and 3d Sundays at 8:00 A. M.
C. N. Kidd Master
F. H. Richards Secretary
J. E. Phelps Collector
M. C. Andrews Receiver
C. N. Kidd Magazine Agent
- 293. LAFAYETTE; Marion, Iowa.**
Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
H. J. Kimbell, Box 5 Master
Henry A. Heberling, Box 646 Secretary
Hugh A. Fagan Collector
Henry A. Heberling, Box 646 Receiver
Thos. D. Harrington, Box 285 Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
Frank H. Rowley, Box 262 Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
H. A. Wells Receiver
H. A. Wells Magazine Agent
- 295. U. S.; Davenport, Ia.**
Meets in workmen's Hall, cor. 4th and Brady Sts. 1st and 3d Sunday.
Martin L. Mitchell, 801, Switz St Master
F. W. Duncan, 110 W 5th St Secretary
Geo. Daugherty, 814 W 4th St Collector
Martin Gillin, 813 Switz St Receiver
D. H. Moriarity, 1409 Perry St Magazine Agent
- 296. IRON RANGE; West Superior, Wis.**
Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.
M. T. Osborne Master
Peter Crossen, 707 Garfield Ave Duluth, Minn Secretary
B. W. Pink Collector
Thos. R. Taylor, Box 466 Receiver
Dan. F. Lantry Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**
Meets in Beck's Hall, 2d and 4th Mondays.
George T. Shirley Master
C. E. Buehler Secretary
Harry Delahunt Collector
S. M. Bennett Receiver
M. S. Bennett Magazine Agent
- 298. SNOW FLAKE; Minot, North Dakota.**
Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
B. L. Hardaway, Box 46 Master
Robert M. Gilkey, Box 119 Secretary
H. Neate, Williston Collector
Geo. McLean Receiver
John W. Goss, Glasgow, Montana Magazine Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meets in Jenner's Block every Sunday at 2:30 P. M.
George W. Reed, Box 93 Master
B. W. DeHaven, Box 592 Secretary
Peter Beck Collector
E. R. Colvin Receiver
J. W. White Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
W. H. Henry, Box 49 Master
A. S. Hewitt, L Box 834 Secretary
A. S. Hewitt, L Box 834 Collector
Wm. H. Williamson, Box 158 Receiver
Harry F. McLean, Box 831, Magazine Agent
- 301. GREEN MOUNTAIN; Lyndeville, Vt.**
Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norris Collector
W. C. Baldwin Receiver
T. G. Averill Magazine Agent
- 302. YOUGHIOGHEN; Connellsville, Pa.**
Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.
J. P. Smith, Box 261 Master
C. Y. Hood Secretary
S. A. McPhee, Box 387 Collector
Dennis Lowney Receiver
T. F. Hunt Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets in Schlitz Hall, cor. Main and Vermillion Sts., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 6 Larue St Master
T. W. White, 281 N. Wason St Secretary
E. S. Manley, 65 Main St., up stairs Collector
James H. Nance, 118 N Everett St Receiver
E. S. Manley, 65 Main St., up stairs Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets in Faucett Hall every Tuesday evening at 7:30 P. M.
Sam'l Leetham Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
J. J. Hicks Receiver
G. J. Scaggs Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
John Bosman Receiver
John B. Baxter Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 22 West St Master
M. F. Cleary, 26 Pearly St Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St Receiver
J. C. Muzzey, Bradford, N. H. Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent

- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**
Meets in B. of L. F. Hall every Sunday at 2:30 P. M.
Wm. Smith, Box 109, Eagle Pass, Texas . . . Master
Frank B. Slater, Box 109, Eagle Pass, Texas . . . Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. . . Collector
S. R. James, Box 109, Eagle Pass, Texas . . . Receiver
J. H. Moore, Box 109 . . . Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays at 8:00 P. M. in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island City, N. Y. . . Master
Jas. B. Brennan, 76 East Ave., Long Island City, N. Y. . . Secretary
John J. Galvin, 46 Clay St., Green Point, L. I. N. Y. . . Collector
W. J. Simon, 106 3d St., Long Island City, N. Y. . . Receiver
Wm. Rooney, 129 East Ave., Long Island City, N. Y. . . Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and Thrid Sundays in Chosen Friends' Hall.
J. T. Cole . . . Master
Ed. J. Marks . . . Secretary
Eli L. Kistler . . . Collector
H. B. Clark . . . Receiver
A. J. Dunmire . . . Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North . . . Master
Wm. A. Kennedy . . . Secretary
Wm. A. Kennedy . . . Collector
Robert Rippin, Box 238 . . . Receiver
T. H. Garrity . . . Magazine Agent
- 312. MOUNT SHASTA; Danesmair, Cal.**
Meets in I. O. O. F. Hall every Monday night.
Harry L. Walther . . . Master
A. W. Walraven . . . Secretary
A. W. Cole . . . Collector
Archie De LaMontanya . . . Receiver
Archie De LaMontanya . . . Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets in Melville Hall, alternate Mondays at 7:30 P. M.
Oscar Kengott, 314 Colorado Ave., Kansas City, Kan . . . Master
John M. Frain, 352 S. Seventh St., Kansas City, Kan . . . Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City . . . Collector
E. C. Haddock, Box 183 . . . Receiver
A. H. Ashley, Box 147 . . . Magazine Agent
- 314. GRAND FORKS; Grand Forks, North Dakota.**
Meets in K. P. Hall, Casselman Building, 1st and 3d Sundays at 2 P. M.
Geo. W. Sebastian, Crookston, Minn . . . Master
G. S. Chase . . . Secretary
T. D. Wheelon . . . Collector
J. M. Hamm . . . Receiver
P. P. Rand . . . Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall, 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave . . . Master
H. A. Norton, 119 Hudson Ave . . . Secretary
Willis J. Spafford, 2252 5th Ave., Troy . . . Collector
J. M. Williams, 20 Ingalls Ave., Troy . . . Receiver
Eugene D. Brizee, 472 8th St., Troy, N. Y. . . Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets in Liebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave . . . Master
Wm. M. Walsh, 1903 Broadway . . . Secretary
P. J. Donovan, 780 S Division St . . . Collector
Joseph Kennedy, 811 Williams St . . . Receiver
P. J. Donovan, 780 S Division St., Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**
Meets in I. O. O. F. Hall, every Saturday evening at 7:30 P. M.
E. H. Zirckel . . . Master
C. M. Broughton, Dunmore Ky. . . Secretary
C. N. Hudson . . . Collector
George A. Brown . . . Receiver
C. M. Broughton, Dunmore Ky. Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward . . . Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward . . . Collector
W. B. Knepper, Glenwood, 23d Ward . . . Receiver
J. E. Fox, Glenwood, 23d Ward . . . Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets in I. O. O. F. Hall, every Tuesday at 6:30 P. M.
Harry R. Brown, Jr. . . . Master
Albert Harden Box 290 . . . Secretary
Albert Harden, Box 290 . . . Collector
J. H. Rowland . . . Receiver
J. H. Rowland . . . Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
D. Lordan, 957 Edgerton St., St. Paul . . . Master
J. H. Salley, 833 Payne Ave., St. Paul . . . Secretary
Wm. Dykeman 495 Bradley St . . . Collector
Chas. L. Work, 724 Reaney St., St. Paul . . . Receiver
P. Copeland, 312 S 3d st., Stillwater . . . Mag. Agent
- 321. SNOW DRIFT; Chapleau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
Jas. D. McAdam, Box 116 . . . Master
John H. Stern, Box 110 . . . Secretary
Kenneth McRea, Box 116 . . . Collector
Geo. B. Nicholson, Box 113 . . . Receiver
Thos. Burt, Box 112 . . . Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**
Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. H. Kirkland, 2,351 Washington St. . . Master
Luke F. Brennan, 2,351 Washington St. . . Secretary
Ben. M. Snyder, 2,351 Washington St. . . Collector
Thos. O'Brien, 2,351 Washington St. . . Receiver
Ullman D. Luce, 769 W. 14th St., Chicago, Ill . . . Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Frank Andrew . . . Master
James McCabe . . . Secretary
Michael Schmauch . . . Collector
William J. Dintinger, Box 347 . . . Receiver
Joseph Mucklow . . . Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**
Meets in K. of P. Hall every Sunday at 7 P. M.
Geo. W. Goldsby . . . Master
E. R. Curl . . . Secretary
W. A. Hinds . . . Collector
C. E. Winther . . . Receiver
A. Golke . . . Magazine Agent
- 325. SATILLA; Waycross, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
Thos. M. Foran . . . Master
H. J. Smith, Box 24 . . . Secretary
H. B. Lee . . . Collector
Wm. L. Knox . . . Receiver
John W. Miller . . . Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
G. P. Clough, 6 Allison St. . . . Master
C. H. Alger, 12 Gay St . . . Secretary
G. E. Lovelace, 8 Webster St . . . Collector
G. P. Clough, 6 Allison St. . . . Receiver
M. W. Maybee, 7 Pike St. . . . Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening.
Charles Diefenbaugh . . . Master
J. N. Brobant . . . Secretary
F. B. Hardy . . . Collector
Wm. C. Cox . . . Receiver
Jas. A. McElwell . . . Magazine Agent

- 229. SPANISH PEAKS; La Junta, Colo.**
 Meets in Grand Army Hall, Mondays, at 2 P. M.
 John C. Cole Master
 Charles Gray Secretary
 Archibald Russell Collector
 Leslie Jones Receiver
 L. W. Gilbert Magazine Agent
- 230. SOLOMON VALLEY; Downs, Kansas.**
 Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
 John Milheiser, Box 102 Master
 A. Dillon, L. Box 188 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, L. Box 288 Receiver
 Gus Lind, Box 147 Burr Oak Kan. Mag. Agent
- 231. RIVER VIEW; Kansas City, Kansas.**
 Meets in Mellville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 618 Highland Ave. Master
 Frank Vaughn, 319 Berger Ave., Secretary
 Birchmoundale Collector
 J. F. Casey, 617 W. 7th St., Kansas City, Mo. Receiver
 E. D. Root, 739 Simpson Ave Magazine Agent
 G. W. Smith, 11 N. 7th St.
- 232. CHICAGO BELT LINE; Auburn Junction, Ill.**
 Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, 8 Englewood Secretary
 T. J. Egan, 714 Englewood Ave. Collector
 J. D. Flood, Box 34, 8 Englewood Receiver
 Wm. T. Clodiglo, 8 Englewood Magazine Agent
- 233. STONE MOUNTAIN; Augusta, Ga.**
 Meets in Library Building 1st Sunday and every Wednesday at 7 P. M.
 W. B. Haws, 511 Watkins St. Master
 John W. Wright, 746 Green St. Secretary
 James I. Roney, 820 Pine St. Collector
 C. A. Jansen, Ga. R. R. Receiver
 S. B. Brodie, Central R.R. Shops Magazine Agent
- 234. FAIRMOUNT; Philadelphia, Pa.**
 Meets in in Erickson's Hall, 8047 Lancaster St., alternate Wednesdays at 8 P. M.
 H. C. Beagan, 725 DeKalb St. Master
 R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 Harry C. Ewing, 830 N 40th St. Magazine Agent
- 235. LONG DOUBLES; East Syracuse, N. Y.**
 Meets in A. O. U. W. Rooms every Thursday night
 E. S. Freeman Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent
- 236. SAINT ADOLPHUS; Hochelaga, Canada.**
 Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 8 Donegan St., Montreal Master
 A. Maynes, 64 Moreau St. Secretary
 J. C. Currie, 447 St. James St., Montreal, Collector
 J. G. A. Brasseur, 68 Moreau St. Receiver
 C. Herbert Frey, Smith's Falls, Ont. Magazine Agent
- 237. FALL RIVER; Neodesha, Kansas.**
 Meets in Pierce's Hall, 2d and 4th Saturdays.
 E. C. McClellan Master
 L. K. Baker, Box 178 Secretary
 Charles Koehler Collector
 E. C. McClellan Receiver
 G. Harman, Box 45, Monett, Mo. Magazine Agent
- 238. BIG POUE; Kansas City, Mo.**
 Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir ave. Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 A. A. Sharum, 1,838 Mercer St. Collector
 L. F. Stephens, Adaline and W. Prospect Place Receiver
 J. W. Leonard, 1641 Bellevue Ave., Mag. Agent
- 239. WEST BRANCH; Kenova, Pa.**
 Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 E. C. McFarland, Clermont, Pa. Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

- 239. RED MOUNTAIN; Birmingham, Ala.**
 Meets in Allen Hall every Sunday at 9 A. M.
 C. F. Barnett, Union Ticket Office Master
 W. G. Bailey, L. Box 703 Secretary
 W. M. Alexander, 1,004 7th Ave Collector
 M. C. Bickel, 1721 Ave. B Receiver
 A. Zimmerman, 210 22d St. S. Magazine Agent
- 240. STAR OF THE WEST; Newton, Kansas.**
 Meets in Odd Fellows' Hall, 1st and 2d Thursday at 7:30 P. M.
 John Hampson, 218 W. 6th St. Master
 John Clarke, 317 Ash St. Secretary
 Thos. Breen Collector
 Chas. E. Jackson Receiver
 John Clarke, 317 Ash st. Magazine Agent
- 241. GOLD RANGE; Donald, B. C.**
 Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
 Arthur Randall Master
 Joseph Callin Secretary
 George B. Govett, Box 49 Collector
 James Falconer, Canmore, N. W. Ter. Receiver
 H. J. McSorley Magazine Agent
- 242. CASCADE; Medicine Hat, North West Terr.**
 Meets in General Hall, 2d Wednesday and 4th Thursday.
 Wm. Lowe, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Wm. Veal, Box 54 Magazine Agent
- 243. NEW STATE; Spring Hill, Montana.**
 Meets in Engineer's Hall every Wednesday at 2:30 P. M.
 M. C. Cavanaugh, Lima Master
 Wm. B. Dean, Lima Secretary
 Magnus Ouse, Lima Collector
 Albert E. Jones, Lima Receiver
 W. B. Dean, Lima Magazine Agent
- 244. LAS ANIMAS; Trinidad, Colo.**
 Meets in Odd Fellow's Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.
 J. V. Dalley Master
 E. E. Perry, Box 470 Secretary
 E. E. Biggs, Box 470 Collector
 J. E. Durden, 240 Oak St. Receiver
 John McCauley Magazine Agent
- 245. FRONT END; Paris, Texas.**
 Meets 1st and 3d Saturday at 8 P. M.
 H. E. Wood, Box 24 Master
 M. A. Frame, Box 24 Secretary
 Joseph Gerard, Box 24 Collector
 James Lyons, Box 24 Receiver
 M. Phegley, G. C. & S. F. Shops, Dallas Magazine Agent
- 246. FLOWERY LAND; Pensacola, Fla.**
 Meets in Odd Fellows' Hall every Monday at 8 P. M.
 F. T. Martin, 300 E Wright St. Master
 Geo. B. McArthur, 201 Gregory St. Secretary
 Geo. S. Walker, 300 E Wright St. Collector
 F. T. Martin, 300 E Wright St. Receiver
 R. P. Harmon, 1106 E Jackson st. Magazine Agent
- 247. OLD FORT; Dodge City, Kansas.**
 Meets in I. O. O. F. Hall every Thursdays at 3 P. M.
 William C. Fadel, Box 416 Master
 James Youngblood, Box 416 Secretary
 Augustus Falkner Collector
 B. S. Williams, L Box 21 Receiver
 James B. Carothers Magazine Agent
- 248. BLUE MOUNTAIN; La Grande, Oregon.**
 Meets every Wednesday at 8 P. M. in K. of P. Hall.
 Wallace Duryea Master
 O. M. Abel Secretary
 John Walker Collector
 E. A. Stephens, L Box 18 Receiver
 E. A. Stephens, L Box 18 Magazine Agent
- 249. HUDSON RIVER; Union Hill, N. J.**
 Meets in Concordia Hall, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.
 Martin O'Hara, New Durham, N. J. Master
 S. S. Poole, New Durham, N. J. Secretary
 S. S. Poole, New Durham, N. J. Collector
 Harry Poynton, Box 2, New Durham, N. J. Receiver
 Joe Lewis, New Durham, N. J. Magazine Agent

- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
Chas. Compton, S. Amboy Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore R. Mertz Receiver
Jas. P. Wade Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
Edward Doudt Master
Edward T. McNally Secretary
J. S. Pursell Collector
Charles Prutzman Receiver
Wm. Hartly Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
John H. Sweeney Master
Charles E. Preston Secretary
Luke Hale Collector
C. P. Kelly, 89 Foundry St. Receiver
J. W. Holland, 175 Main St. Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets in E. A. U. Hall, 1st and 3d Sundays.
Chas. E. Livingston, 4 Phillip ave. Master
W. E. Moynihan, 58 S. Main st. Secretary
C. F. Underhill, 8 Pine St. Collector
C. F. Underhill, 8 Pine St. Receiver
A. B. Morgan, 14 Plain St. Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
John Curran, 222 Erie St., Jersey City, N.J. Master
John S. Kennan, 85 Madison St. Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genung, Chatham, N. J. Receiver
C. Q. Carman, Jr., Boonton Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in B. of L. F. Hall, 22d Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 184 S. Hickory St. Master
M. S. Perrigo, 910 Cass Street Secretary
H. H. McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S. Desplaines St. Receiver
M. O'Grady, 701 Scott St. Magazine Agent
- 356. CHAUNCEY M. DEPEW; Albany, N. Y.**
Meets 1st and 3d Sundays at 2 P. M.
Frank C. Wilson Master
R. J. Lilly, 57 1st St. Secretary
R. J. Lilly, 57 1st St. Collector
E. J. Kelley, 94 Livingston Ave. Receiver
F. Degroff, 160 Clinton Ave. Magazine Agent
- 357. JUSTICE; Vanceborough, Maine.**
Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland, St. John, N. B. Magazine Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
Christopher McKay, 154 Isabell St. Master
W. R. Ferrin, 127 E. Isabell St. Secretary
W. R. Ferrin, 127 E. Isabell St. Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whisten, West St. Paul Round House Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.
T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E. Harvey Ave. Secretary
S. H. Barner, E. 4th St. Collector
T. M. Brown, Chanute, Kan. Receiver
J. F. Kendall Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
Sam. R. Pursell, 101 Mound St. Master
A. W. Binns, E. High St. Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, 1027 Market St., Sandusky, O. Receiver
Jos. Greeham, 1204 Washington st., Sandusky, Ohio Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**
Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.
Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent
- 362. CATARACT; Suspension Bridge, N. Y.**
David Haley, Niagara Falls, N. Y. Master
John C. White, Box 325 Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swalwell, Niagara Falls, N. Y. Receiver
R. J. Pitts, 56 4th st., Niagara Falls, N. Y. Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 8th Ave., 1st and 4th Sundays 2 P. M.
A. W. Eggleston, White Plains, N. Y. Master
Fred R. Elliott, 535 E. 140 St. Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 378 Willis Ave. Receiver
M. J. Lynch, 378 Willis Ave. Magazine Agent
- 364. SOUTHERN STAR; Sanford, Fla.**
Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
C. S. Perry Master
Thos. S. Davis Secretary
Andrew A. Holland Collector
Andrew J. Harvey Receiver
Andrew A. Holland Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets in G. A. R. Hall 1st and 3d Saturday evenings.
J. W. Stack Master
A. E. Wells, Box 568 Secretary
F. L. Darling, Windsor, Vt. Collector
A. G. Firman, Windsor Vt. Receiver
F. E. Keach, 1 Estabrook St., Brattle-bore, Vt. Magazine Agent
- 366. OASIS; Ogden, Utah.**
Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
Chas. H. Smith, Box 8 Master
J. R. Ross, Box 8 Secretary
James Tomasek, Box 8 Collector
E. E. Babcock, Box 8 Receiver
Sam Walker Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets in Engineers' Hall, 1st and 3d Saturday evenings.
Wm. H. Steele Master
M. J. McCabe, Box 200 Secretary
Robt. S. Green Collector
John G. Dikeman Receiver
M. J. McCabe, Box 200 Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of H. Hall on Booneville St. (Headly Bldg.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
B. S. Chinn, 802 W. Elm St. Master
Jno. Gallagher, 943 Brower St. Secretary
Chas. D. Jacquith, 724 Evans St. Collector
J. W. Nipple, 752 Mt. Vernon St. Receiver
J. W. Welch, 816 W. Walnut St. Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
Merton Stewart Master
W. L. Kellogg Secretary
G. P. Metter, Wagner, Kan. Collector
J. C. Wickham, Box 304 Receiver
L. O. Leimbach Magazine Agent

- 726. NEOGHO VALLEY; Council Grove, Kan.**
Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
Mat. S. Gilfray Master
Clarence G. Stone Secretary
Charles E. Leeman Collector
Charles Torrence Receiver
Peter S. DeHoff Magazine Agent
- 731. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
R. S. Reardon, Box 335 Master
A. H. Page, Box 335 Secretary
J. C. Fletcher, Box 335 Collector
John Dandy, Box 256 Receiver
A. H. Page, Box 335 Magazine Agent
- 732. SIGNAL MOUNT; Big Springs, Texas.**
Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
Geo. H. Smith, Box 33 Master
Samuel Hunter, Box 33 Secretary
F. W. Fahrenkamp, Box 33 Collector
W. D. Pettibone, Box 135 Receiver
A. M. Conaty, Box 33 Magazine Agent
- 733. PAWNER; Fairbury, Nebr.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
W. F. Hackett, Box 316 Master
John McPhie, Box 262 Secretary
F. Courtney Collector
Frank McAdams, Box 223 Receiver
Geo. W. Warren, Box 223 Magazine Agent
- 734. McALLISTER; Harrington, Kan.**
Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
L. Gay, L. Box 355 Master
H. E. Smith, L. Box 355 Secretary
J. M. McChord, L. Box 337 Collector
H. G. Decker, Box 111 Receiver
H. G. Decker, Box 111 Magazine Agent
- 735. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d Sundays at 2 P. M.
John F. Hoban, 635 E 2d St. Master
Horace Hopkins, 465 May St. Secretary
Frank G. Stillwell, 28 N Van Lear St. Collector
N. W. Rose, 19 Galloway St. Receiver
Magazine Agent
- 736. J. H. KIRK; Horton, Kan.**
Meets in Mitchell's Hall every Saturday evening.
Wm. J. Canney Master
J. A. Carter, C. K. & N. Round House Secretary
J. A. Carter, C. K. & N. Round House Collector
Thomas Sheahan, L. Box 39 Receiver
Frank Walker, L. Box 39 Magazine Agent
- 737. NICKEL PLATE; Cosneaut, Ohio.**
Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 P. M., and 2d and 4th at 8:00 A. M.
H. A. Belding, Box 220 Master
C. B. Killinwood Secretary
W. J. Baldwin, Box 79 Collector
C. A. Wilcox, Box 301 Receiver
G. W. Nash Magazine Agent
- 738. HOLBROOK; Chartiers, Pa.**
Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
W. H. Graham, McKees Rocks, Pa. Master
D. W. Scott, McKees Rocks, Pa. Secretary
W. F. Morgan, McKees Rocks, Pa. Collector
Frank J. Thomer, 5720 Penn ave., Receiver
Pittsburg, Pa. Magazine Agent
- 739. WEAVER; Sayre, Pa.**
Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
Wm. Preston, Waverly, N. Y. Master
James H. Denton, Box 280 Secretary
Wm. J. Stewart, Box 216 Collector
Johnson Walt Receiver
Johnson Walt Magazine Agent
- 740. RUB CITY; Aberdeen, S. Dakota.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
B. F. Slater Master
Wm. J. Aggus Secretary
A. A. Zimmerman Collector
Wm. J. Aggus Receiver
Frank Cox, Box 601 Magazine Agent
- 831. J. W. WALKER; Conemaugh, Pa.**
Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
J. C. Hess Master
H. E. Miller Secretary
C. G. Graham Collector
L. G. George Receiver
H. M. McFeaters Magazine Agent
- 832. BETHESDA; Waukesha, Wis.**
Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
Alex. Turner, Box 830 Master
J. J. Purcell, Box 1150 Secretary
Chas. Vrooman, Box 830 Collector
J. M. Dowd, Box 1150 Receiver
Jas. H. McMahan Magazine Agent
- 833. PETROLEUM; Oil City, Pa.**
Meets in K. of L. Hall, cor. Seneca and Syracuse Sts., 2d Sunday and 4th Monday.
Ed. McAbee, 30 Canal St., Olean, N. Y. Master
John H. Quirk, Box 330 Secretary
Thomas P. Martin Collector
Timothy Downey Receiver
L. G. Stone, 317 Seneca St. Magazine Agent
- 834. R. H. WILBUR; Leighton, Pa.**
Meets in Reabers' Hall, 1st and Bank Sts., 2d and 4th Sundays.
Wm. F. Hofford Master
Alvin H. Miller, Leighton, Pa. Secretary
A. T. Henry, Weisport, Pa., Box 122 Collector
Alvin Rex Receiver
Wm. F. Hofford Magazine Agent
- 835. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
M. S. Tucker Master
L. Burkhalter Secretary
L. Burkhalter Collector
Henry Montgomery Receiver
B. L. McGinnis Magazine Agent
- 836. RAMONA; National City, Cal.**
Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
Edward Curtis Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd, Otay Receiver
J. M. Davis, Box 573 Magazine Agent
- 837. RED ROCK; Schreiber, Ontario.**
Meets in B. of L. F. Hall, 1st and 3d Mondays.
Alfred Bilbe, Box 53 Master
Fred. Hedge Secretary
W. T. Norris, Box 111 Collector
J. A. Walker, Box 36 Receiver
James Wilson, Box 36 Magazine Agent
- 838. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St., 1st and 3d Sundays at 2:30 P. M.
J. M. Grobben, 942 Kinnickinnic Ave. Master
Maurice Collins, 584 Hanover St. Secretary
Wm. McHenry, 193 Burrell St. Collector
Wm. McHenry, 193 Burrell St. Receiver
John Pier, 234 Madison St. Magazine Agent
- 839. LIVINGSTONE; Chillicothe, Mo.**
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
Harry L. Stow, Box 106 Master
Jos. Claybaugh Secretary
George Zugschwerdt Collector
A. H. Tucker Receiver
Jerry Shea Magazine Agent
- 840. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
J. W. Littlejohn Master
J. C. Doughty Secretary
William M. Wickel Collector
C. H. Oliver Receiver
Wm. Winfrey Magazine Agent
- 841. NAUVOO; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
Wm. B. Bock Master
E. H. Pattison Secretary
Harry R. Kinne Collector
O. L. McClellan, Box 83 Receiver
E. M. Babb, Box 355 Magazine Agent

- 392. WEST PENN.; Blairville, Pa.**
Meets in Odd Fellows' Hall 1st and 3d Monday evenings.
M. S. Anderson, Box 219 Master
John D. Davis, Box 20 Secretary
Luther H. Martin Collector
Wm. R. Ransom, Cokeville, Pa. Receiver
J. D. Davis, Box 20 Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
Wm. C. Taylor, 1506 First St. Master
S. M. Myers, 506 Kelker St. Secretary
Frank Snyder, 1228 N 7th St. Collector
William K. Drake, 1681 N 6th St. Receiver
William C. Taylor, 1506 N 5th St. Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
2d Saturday and 4th Sunday at 2:30 P. M.
E. K. Cole, Riverside Hotel Master
Charles E. Harris Secretary
E. K. Cole, Riverside Hotel Collector
D. A. McCarter, Riverside Hotel, Magazine Agent
- 395. MILLARD FOSTER; N. Topeka, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Sundays at
7:30 P. M.
Wm. H. Riley, L. Box 129 Master
Wm. Ashworth, L. Box 129 Secretary
John T. Cuff, 118 Topeka av., Topeka. Collector
C. S. Wilcox, L. Box 129 Receiver
John T. Cuff, 118 Topeka av., Topeka. Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in B. of L. F. Hall every Monday at 2:30 P. M.
Paul J. McBride Master
W. Sims Secretary
D. W. Harding Collector
W. Sims Receiver
G. W. Seybeck Magazine Agent
- 397. LONG DIVISION; Holsington, Kansas.**
Meets in Masonic Hall, 1st and 3d Wednesdays,
at 10:06 A. M.
N. B. Scrogin Master
F. M. Rainey Secretary
J. M. Gleadall Collector
N. B. Scrogin Receiver
Frank J. Parnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellows' Hall, 1st Ave., opposite city
market, every Sunday at 2 P. M.
Wm. M. Reeves, 944 Fifth Ave Master
Walter K. Mahone, 1232 Third Ave. Secretary
B. G. Harvey, 900 Fifth Ave Collector
Henry Dickens, 944 Fifth Ave Receiver
Jas. A. Landers Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
Meets in Teutonia Hall, 2d and 4th Thursdays at
7:30 P. M.
James Gordon, 596 N Rampart St. Master
Jas. C. Dupre, 111 Elysian Fields St. Secretary
Jas. C. Dupre, 111 Elysian Fields St. Collector
George Perry, 150 Spain St. Receiver
Wm. A. O'Donnell, 164 Laurel St. Magazine Agent
- 400. MARIAS DES CYGNE; Osawatimie, Kan.**
Meets in Odd Fellows' Hall every Saturday at 7
P. M.
George P. Reed Master
W. A. Bedell Secretary
C. Henderson Collector
Daniel King Receiver
Daniel King Magazine Agent
- 401. ITASCA; Two Harbors, Minn.**
Meets in I. O. O. F. Hall, 1st and 3d Sunday at
10 A. M.
A. N. Hunter, Box 263 Master
A. N. Hunter, Box 263 Secretary
M. Gallagher Collector
W. H. Bell Receiver
M. O'Rourke, Duluth Magazine Agent
- 402. WATER LILY; Water Valley, Miss.**
Meets in Odd Fellows' Hall, 1st and 3d Mondays
at 2 P. M.
W. H. Price, Box 65 Master
J. W. Diesel, Box 65 Secretary
Wm. G. Guess, Box 65 Collector
Jacob P. Bengtson Box Receiver
J. R. Gaffney, Box 65 Magazine Agent

- 403. ELIZABETH; Portsmouth, Va.**
Meets in K. P. Hall 2d and 4th Sundays at 2 P. M.
Walter M. Moore, 610 Dinwiddie St. Master
Hardy H. Duke, Drivers Secretary
O. W. Gaskins, cor. County and Pearl
Sta. Collector
Walter M. Moore, 610 Dinwiddie St. Receiver
J. F. Sullivan, 103 Crawford St. Magazine Agent
- 404. GRAVITY; Danmore, Pa.**
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2
P. M.
Peter J. Gallagher Master
Chas. Collins Secretary
Geo. W. Dersheimer Collector
J. W. Stuart Receiver
Dn. Gilbride Magazine Agent
- 405. VANDALIA; Elmhurst, Ill.**
Meets in K. H. Hall, 2d and 4th Sundays at 2 P. M.
W. H. Crise, Box 251 Master
W. H. Kingery, Box 251 Secretary
W. H. Crise, Box 251 Collector
W. G. Kimball, Box 251 Receiver
James Lett, Box 251 Magazine Agent
- 406. THANKSGIVING; Foxburg, Pa.**
Meets in Odd Fellows Hall, 2d and 4th Sundays
at 6:30 P. M.
Gillian C. Miller Master
William F. Keefer Secretary
Payson J. Lancaster Collector
Jas. E. Dunlap Receiver
John B. Gates Magazine Agent
- 407. PUGET SOUND; Seattle, Wash.**
Meets in Brunswick Hall, cor. Madison and Front
Sts., every Sunday at 7:30 P. M.
Wm. Blackman, C. & P. S. R. B. Shops Master
C. E. Houston, C. & P. S. R. B. Shops Secretary
Geo. Burns, cor. 7th and Main Sts. Collector
Dick Marshall, 617 S. 8th Receiver
Geo. Burns, cor. 7th and Main
St. Magazine Agent
- 408. BIG CEDAR; Rome, Ga.**
Meets at 1 Oak Ave., East Rome, Ga. 1st and 3d
Sundays at 2 P. M.
W. E. Vest, E. Rome Master
Frank Hutchings, 1 Oak Ave., East Rome,
Georgia Secretary
J. F. Coleman, 463 Nance St., Selma, Ala., Collector
Frank Hutchings, 302 Division St. Receiver
Pleasant White Magazine Agent
- 409. AIR LINE; Huntingburg, Ind.**
Meets in K. P. Hall, 2d and 4th Sundays.
Lee S. Mayer Master
Frank Bowen Secretary
Geo. W. Prout Collector
Jas. A. O'Neill Receiver
Frank Bowen Magazine Agent
- 410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.**
Meets in G. A. R. Hall, 1st and 3d Sunday.
F. L. Johnson, 21 Winthrop st. Master
W. A. Clements, 99 Nashua st. Secretary
G. W. Adams, 107½ Myrtle ave Collector
J. L. Powers, 44 Nashua st. Receiver
J. M. Agnew, 100 Highland ave. Magazine Agent
- 411. WOLVERINE; Marshall, Mich.**
Meets in A. O. H. Hall, 2d and 4th Sundays at 2 P. M.
W. H. Bourke, Box 615 Master
Jere P. Mahoney Secretary
Thomas Butler Collector
Wm. De La Vergne Receiver
Joseph Faulkner Magazine Agent
- 412. TWO REPUBLICS; San Luis Potosi, Mexico.**
Meets in Hall 5, Calle De Morales No. 28, 1st and
3d Sundays at 2 P. M.
W. L. Blount Master
Wylie McFarland Secretary
Wylie McFarland Collector
George A. Norman Receiver
F. O. Brantley Magazine Agent
- 413. ADAMANT; St. Louis, Mo.**
Meets in Masonic Hall, Cor. Chouteau Ave. and Old
Manchester Road, Fridays at 2 P. M.
W. W. Reid, 3963 Chouteau Ave. Master
A. A. Fortney, 327 Old Manchester
Road Secretary
A. A. Fortney, 327 Old Manchester Road, Receiver
L. H. Wilson, 1045 Old Manchester Road, Collector
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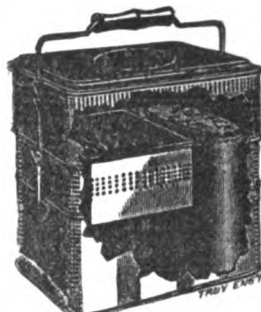
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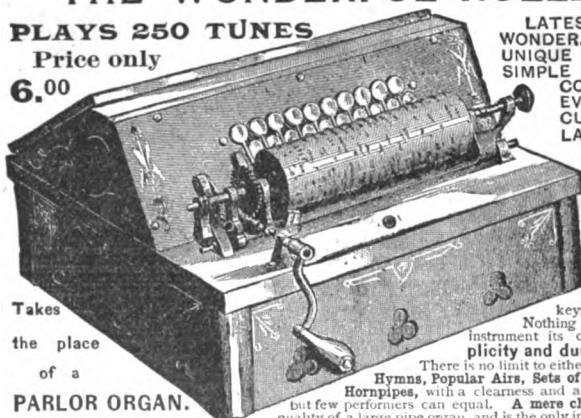
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Still cheaper (our new Polish)—Baker's Standard—A splendid Polish for heavy work. One pound boxes, \$2.00 per dozen. One-half gross lots, \$11.00. Gross lots, \$20.00. Five pound pails, \$8.00 per dozen.

Cash Must Always Come With Orders to Avoid Delays.

Best rock prices are here, given to Firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application.

Address

THE MATCHLESS METAL POLISH CO.,
88 MARKET STREET, CHICAGO, ILLINOIS.

Copy from Original Letter Received from Division 95, Cincinnati, O.

Brotherhood of Locomotive Engineers.

[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1899.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., and has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We feel confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E. [SEAL.]
G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1899.

TO BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the principal representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

Trusting that I may receive a share of your patronage, and will be more than pleased to add your name one and all, to our list of membership, assuring you that I will use every honest and honorable means to secure your patronage. For rates, etc., address

Lock Box 49.

Special Agent, Mechanical Department of Railroads, Indianapolis, Ind.

CHAS. T. BROWN,



GREAT OFFER!

PIANOS! ♦ \$35. ♦ ORGANS!

Direct from the Factory at Manufacturer's Prices. No such offer ever made before. Every man his own agent. Examine in your home before paying. Write for particulars. Address

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Best Cough Medicine. Recommended by Physicians. Cures where all else fails. Pleasant and agreeable to the taste. Children take it without objection. By druggists.

CONSUMPTION

ALVA'S BRAZILIAN SPECIFIC.

Or Cactus Blood Cure.

What the Mexican National Conductors Say.

We, the undersigned, CONDUCTORS of the MEXICAN NATIONAL RAILWAYS, and members of City of Mexico Division 159, ORDER OF RAILROAD CONDUCTORS, take pleasure in certifying that we have used the herb medicine known as "Cactus Blood Cure," with wonderful success, and we have also known many others to have used it with like result.

Appreciating its value, we cheerfully recommend it to ALL BROTHERS, and others requiring a remedy for the purification of the blood, as the best known; and we guarantee that a trial will convince all of its merit.

H. H. MORAN,
H. H. GREENLEAF,
M. E. EGAN,
C. H. STARR,

Members of Div. 159, Order of Railroad Conductors, City of Mexico.

Parish Priest's Certificate, Certified to by the Archbishop of Mexico.

CELAYA, October 1st, 1889.

I, Parochial Priest and Ecclesiastical Judge of Celaya, State of Guanajuato, hereby certify that I know several people who have been cured by Don Ramon Alva's remedy.

It radically and effectually dispels all impurities in the blood.

FRANCO M. GONGORA,
Parochial Priest and Ecclesiastical Judge of Celaya.

The above signature is that which he uses in all his business, officially and otherwise, and he is an old pupil of mine.

✠ A. P. ARCHBISHOP OF MEXICO.

This medicine has never failed in a single instance to cure the most virulent cases of Scrofula and Contagious Blood Disease.

In cases of diseases which have been treated with mercury by physicians, it requires a few weeks longer to effect a cure, but a perfect cure is absolutely certain in any case, and when once cured, you will find that all traces of mercury have disappeared.

It is perfectly harmless, and is as good for children as for adults.

After you have been cured by it, we ask, as a favor, that you will give your friends the benefit of your experience, by recommending it.

RETAIL PRICE, \$2.00 PER BOTTLE.

For further particulars address,

ALVA'S BRAZILIAN SPECIFIC CO.

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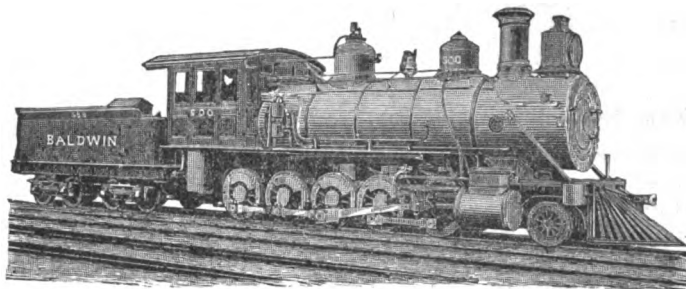
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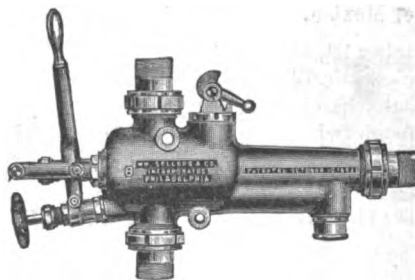
Adapted to every variety of service, and built accurately to standard gauges and templates. Like all parts of different engines of same class perfectly interchangeable. Broad and Narrow Gauge Locomotives; Mine Locomotives by Steam or Compressed Air; Plantation Locomotives; Noiseless Motors for Street Railways, Furnaces, etc.

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SOLE PATENTEES AND MAKERS OF

Self-Acting Injector of '87



Range of Capacity over 60 per cent., and can be regulated, therefore, to work continuously for light or heavy trains. Never fails to promptly lift hot or cold water.

No service on a locomotive sufficiently severe to permanently stop its working.

IT WILL RE-START ITSELF

should the Jet break from interruption of the steam or water supply, as soon as the supply is resumed.

ADJUSTS ITSELF

to varying steam pressures without waste of water. Increases quantity of water with increase of steam, and *vice versa*.

Very easily operated—Started by pulling out the lever, and stopped by pushing the lever in. Descriptive Circular and Price List sent on application to Office and Works.

PHILADELPHIA, PA.

erations that have no little force. This is the custom of giving free transportation or reduced rates to families of subordinate employes. It is obvious for many forcible reasons, the most amicable relations should exist between the railroad companies and their employes, and that the latter should feel that the companies are disposed in all proper ways to manifest an interest in their general welfare. The compensation of these employes is low, the service exacting and often hazardous, their opportunities to give attention to domestic affairs are very limited, and as a rule, they are dependent almost entirely on their compensation for the support of their families. It is clearly for the interest of these employes to reside at points on their roads convenient to their business, where homesteads can be acquired, and cost of rents and living expenses are moderate. Such locations may often be some distance from points required to be frequently reached by members of their families, such as schools and markets, and it would seem reasonable, and no more than an equitable part of their compensation, for the company to carry the wives and children of its employes free, or at low rates, for fairly necessary purposes. Provision, it would seem, might very properly be made to permit this to be done.

The foregoing, in a vital way, touches the interests of every railroad employe in the country. Nor is it a matter of less importance to railroad companies.

There is no other business in the world, where great interests are so completely given into the hands of employes as the running of railroad trains. This declaration has been made in the *Magazine* before, but it will bear repeating, particularly when the Interstate Commission says: "The compensation of these employes is low, the service exacting and often hazardous." Taking such things into consideration, any law that denies such employes a free ride on the trains they manage is an exhibition of unparalleled mercenariness. It is not to be presumed that Congress ever intended to enact such a law, or believed that the law they did enact could be so construed.

There is not a railroad corporation in the country, managed by men at all qualified to estimate the value of "amicable relations" between their employes and themselves, who do not know that a law which denies them the privilege of granting a pass to an employe, is a monstrous outrage which no man with a well ordered mind would attempt to defend.

If it be true that the Interstate Commerce law can be tortured to mean that a railroad employe cannot be permitted by a railroad corporation to ride free on railroad trains, then every railroad employe in the country should demand of Congress an amendment to the law which shall effectually

wipe out the iniquitous provision at the earliest day possible.

In response to a circular letter addressed to eighty-five leading railway corporations regarding the relations existing between railway corporations and their employes, a variety of information was obtained. The more important question propounded by the Commission was:

"Is an insurance fund or guarantee fund of any sort provided for the employes of your company, on which they have a right to draw in case of sickness or accident or from which payment may be made to their families in case of death?"

To this inquiry twelve corporations responded affirmatively, viz:

Atchison, Topeka & Santa Fé.
Baltimore & Ohio.
Central Vermont.
Chicago, Burlington & Quincy.
Cincinnati, Hamilton & Dayton.
Delaware & Hudson Canal Company.
Grand Trunk Railroad, Canada.
Lehigh Valley Railroad Company.
Northern Pacific.
Pennsylvania Railroad Company.
Philadelphia & Reading.
Pittsburg, Cincinnati & St. Louis.

In the foregoing list, the Atchison, Topeka & Santa Fé, scarcely deserves a place, as its relief extends only to medical and surgical attention, and the corporation does not contribute a cent.

The Central Vermont Railroad Company has an arrangement with an insurance company against accident, but is of little consequence.

The fund on the Cincinnati, Hamilton & Dayton Railroad is created by the employes; the company contributes nothing.

To the relief fund of the Delaware & Hudson Canal Company, the corporation contributes, but it extends only to the medical department.

The relief secured to employes on the Northern Pacific, consists of 50 cents a day during time of disability, and burial expenses in case of death. The corporation contributes nothing to the fund.

The railroads which have no insurance or relief association, are as follows, viz.

Atlantic & Pacific.
Boston & Albany.
Boston & Maine.
Burlington, Cedar Rapids & Northern.
Central Railroad & Banking Company, of Georgia.
Central Railroad Company of New Jersey.
Chesapeake & Ohio.
Chicago & Alton.
Chicago & Atlantic.

Chicago & Eastern Illinois.
 Chicago & Grand Trunk.
 Chicago & Northwestern.
 Chicago, Burlington & Northern.
 Chicago, Milwaukee & St. Paul.
 Chicago, St. Paul & Kansas City.
 Chicago, St. Paul, Minneapolis & Omaha.
 Cincinnati, New Orleans & Texas.
 Cleveland, Cincinnati, Chicago & St. Louis.
 Delaware, Lackawanna & Western.
 Denver & Rio Grande.
 Detroit, Lansing & Northern.
 East Tennessee, Virginia & Georgia.
 Pittsburgh Railroad, Hoosac Tunnel Route.
 Flint & Peré Marquette.
 Georgia Railroad Company.
 Illinois Central.
 Kansas City, Fort Scott & Memphis, and associated companies.
 Kentucky Central.
 Lake Erie & Western.
 Lake Shore & Michigan Southern.
 Little Rock & Memphis.
 Louisville & Nashville.
 Louisville, New Albany & Chicago.
 Louisville, New Orleans & Texas.
 Maine Central.
 Michigan Central.
 Minneapolis & St. Louis.
 Minneapolis, St. Paul & Sault Ste. Marie.
 Missouri, Kansas & Texas.
 Missouri Pacific.
 Mobile & Ohio.
 Nashville, Chattanooga & St. Louis.
 Newport News & Mississippi Valley.
 New York & New England.
 New York, Chicago & St. Louis.
 New York, Lake Erie & Western.
 New York, New Haven & Hartford.
 New York, Ontario & Western.
 New York, Providence & Boston.
 New York, Susquehanna & Western.
 Norfolk & Western.
 Ohio, Indiana & Western.
 Oregon Railway & Navigation Company.
 Pittsburgh & Lake Erie.
 Richmond & Danville.
 Rio Grande Western Railroad.
 Rome, Watertown & Ogdensburg.
 St. Paul, Minneapolis & Manitoba.
 Savannah, Florida & Western.
 Southern Pacific.
 Texas & Pacific.
 Texas Panhandle.
 Toledo, Ann Arbor & North Michigan.
 Union Pacific.
 Utah Central.
 Vandalia.
 Wabash.
 Western & Atlantic.
 Western New York & Pennsylvania.
 West Shore.
 Wheeling & Lake Erie.
 Wisconsin Central.

The foregoing lists are instructive. Of the eighty-six principal railroads of the country, only twelve make any pretensions towards insurance, and of these there are but three where the insurance is to be in any sense compared with that provided by the various Brotherhoods, and which is exclusively under the control of employés.

The corporations which have organized insurance and relief associations contribute little or nothing, and while protesting that they are entirely voluntary, it is well understood that their purpose is to ultimately break down the organizations of employés, as in the case of the Philadelphia & Reading.

This profound solicitude of railroad corporations for the welfare of their employés had its birth in the fact that organizations of the employés were becoming strong and effective, as also protective, and hence the very modern *idea* of corporation *solicitude*, which in its chief aspects is a duplication of the spider's polite invitation to the fly to come into its parlor.

There is much in the report of the Interstate Commerce Commission of interest, and we shall take occasion at an early day to again allude to it, but the fact should not be disguised that the Interstate Commerce law, as it stands, can be tortured to mean that a railroad corporation, if it chooses, may plead the law in justification of withholding a free pass to its employés to ride on its trains, a feature in all regards reprehensible, and which should be eliminated.

BUT let the committee representing the powerful labor union make its appearance at the door of the general manager's office. It is received with marked consideration. No humble petition is now presented. "We demand" is the language of the committee. And this demand is usually promptly granted, or if it cannot be granted, the fullest explanations are given, and the committee is made to feel that it racks the very soul of the manager to be unable to accede to its wishes.—*Railway Service Gazette*.

Well, not always does the general manager come right down, like Crockett's coon. Very large and "powerful labor unions" have often been snubbed in the past, and, acting singly, will be snubbed in the future, and because of these rebukes and repulses numerous strikes have occurred. To prevent these strikes and secure justice without resorting to them, federation of railway employé's organizations has been begun and is going forward. When it is perfected, as it will be, the high-water-mark of good fortune of all concerned will have been reached. "Roll swiftly on, ye wheels of time, and bring the welcome day."

ENGLAND'S cash investments include every field, civilized and savage, throughout the world, and their annual return is estimated at \$1,500,000,000.

THE new Masonic Temple to be erected in Chicago will cost \$2,500,000, and the building will be the finest of the kind in the world.

THE IMPROVEMENT IN RAILWAY MANAGEMENT.

It is not our purpose at this writing to be statistical. We propose to write of moral, rather than physical forces. We have about so much space at our disposal, and shall endeavor to use it to the best advantage practicable.

It must not be regarded as a departure from our plan to state that there are now in operation, in this country, about 160,000 miles of railroads, which, according to estimates, represent an investment of about \$8,000,000,000, of which it is safe to say, \$2,000,000,000 represent water. These roads employ about 1,000,000 persons.

Such figures furnish a basis for theory and for argument. They establish, beyond controversy, the fact that railroading is the most stupendous enterprise of modern times. A century ago the wildest imagination did not so much as touch the outermost rim of the sphere of the established facts of the present.

Necessarily, railroad management began with railroad building and railroad operations. As a consequence, we have had some sort of railroad management since 1830, when there were, in the United States, twenty-three miles of railroad track in operation. The difference in railroad management then and now may not be as the difference between twenty-three miles and 160,000 miles of track. But while the difference is not so wide, it is scarcely less distinctively marked.

Railroad management, as we write of it now, relates to men—not to machines—and in commenting upon such changes as have occurred during seventy years, we shall include employers, as well as employes.

Men of an investigating, analytical disposition will find in the subject which it is our pleasure to discuss, numerous facts of startling significance. As they proceed in their investigations, they will discover that long established theories, relating to mental and moral improvement, gradually, perhaps, suddenly disappear, while others less medieval, come into prominence.

A writer, discussing "what an American philosophy should be," remarks, "If a genuine American philosophy arises, it must

reflect the genius of the people. Now, Yankees are distinguished from most others by their practical observations and invention. They have a pretty clear notion of what a thing is, and, if it is of value, they take steps to secure it." That is to say, realism, not idealism, is to be the basis of the coming school of American philosophy. It is to be fact instead of fancy. The world, and we are not particular about the starting point, has believed that improvement in men's conditions, always came to them from a real or an assumed upper strata of society, that is to say, that what is called the "upper tondom" of society, by some inscrutable influence, improved what it was pleased to denominate the "lower milliondom." That the man in the castle exerted an elevating, sublimating power over the man in the cottage, and this theory has prevailed throughout Christendom, and still numbers its devotees by millions. Trace it back to its fountain head, find the egg from which it was hatched, and it will be found in the same nest with that other egg, from which has come the "divine right to rule" idea, which is not and can never be taught in any American school of philosophy. In this country, one man is just as "divine" as any other man, has the same right, the same prerogatives, the same privileges. That is the fundamental law—the eternal law. It is the "higher law"—the irrevocable law. If it is disregarded, it is because, here in America, men voluntarily abdicate their rights, uncrown themselves and go into voluntary servitude and degradation.

The "divine right to rule" idea, is a disease, worse than small-pox, cholera, yellow fever or the plague, and, strange to say, the man who by inheritance, or by processes known to our much vaunted Christian civilization, gets money, no matter by what method, assumes a sort of a divine right to rule other men who have less money. That there is power in money, goes without saying, but it is not "divine" power, nor does it confer "divine" rights. There is power in official position in authority, but it is not "divine" power, nor "divine" authority—men can fall prostrate before it, men can crawl in its presence, men can cringe and fawn under its frown, but they do not have

to—and here in America such claims to autocratic power meet with robust opposition, but it must be said that, so far, the antiquated error has not been entirely overcome.

There are thousands of our readers, whose familiarity with the history of railroad management in the United States will at once supply all needed testimony to establish the fact that there has been altogether too much of this “divine right to rule” business in conducting the great enterprise, as well as in other enterprises, to carry forward which employes were required to attempt the task of managing themselves, and in doing this, there being a vast multitude of them, their action necessarily involved, to some extent, the management of their employers, and of the railroads.

To the superficial thinker, to a man impregnated with the autocratic divine right to rule or what is about the same, the dollar right to rule, the idea that employes have a right to any voice in the management of a railroad becomes immensely preposterous. But a moment's reflection ought to dissipate the error. The right to manage ought to be in proportion to the investment, and employes on railroads, if merely dollars are considered, invest vastly more than many stockholders. Besides, they invest their health and their lives, and in all matters pertaining to their well-being, ought to have a voice, and to this, on many roads, it has come and is coming, we believe, to be accepted as a right on all roads.

If history is worth the paper and parchment upon which it is written, there is not to be found a single instance demonstrating that the “divine” or dollar right to rule class ever helped the victims of their authority one inch on an upward career. But it can be shown that in every case, where there has been improvement in conditions, the work was begun by those whose surroundings demanded improvement, that the forces set in operation were from beneath, and not from above, and necessarily so, because those on top were satisfied, they lived above the line of agitation, they breathed the pure upper currents. Their homes were on the highlands. The decrees from above were never for the employé to come up,

unless it was in bowed attitudes to pay homage or tribute.

If there has been improvement in the railroad management of the country, which has elevated the employé to a higher plane, it has had its origin in the councils of the employes, not in one instance, nor a dozen, but in every instance. That there has been such improvement, the proof is overwhelming. Who has gained by it? Everybody. In securing fair wages, the employé has been benefitted. Society has gained in peace and prosperity, and the railroad management has gained immensely and indefinitely in the contentment and fidelity of its employes, what toploftical writers call the *esprit de corps* of employes, the animating spirit of the entire force.

It is now about sixteen years since the Brotherhood of Locomotive Firemen was organized and during most of the same period this *Magazine* has watched with ceaseless solicitude the moral and intellectual advancement of railway employes in every department of the service, as also their advancement in skill, and ability to grasp every new invention adopted to facilitate business. Nor has it been unobservant of any method in management which employers have adopted and which have been improvements upon former methods.

It would appear paradoxical to talk of moral growth downwards, and yet, when pride, ostentation and arrogance get a fall, the victim is really *elevated*. The man who yields up a vagary for a fact, who surrenders an error and adopts a truth, whatever he may have thought of himself, or whatever exaltation he may have fancied he occupied, has really achieved a moral excellence to which he had previously been a stranger, and he should be thankful for the change, without regard to the origin of the influences and forces which have brought about the beneficial change.

Who, of all our readers, has seen a supercilious individual, wrapping around him his robes of authority, and saying to others in acts, which speak louder than words, “Stand thou there, I am better than thou,” and has not felt in every fiber of his mental organism that if such an individual could be reduced to the level of common sense,

he would not be greatly elevated, and have a much more rational conception of himself? A great many railroad magnates, during the past sixteen years, have been thus elevated by influences that have been put in operation by railway employés. But in no one instance have employers sacrificed their dignity. There has been no dwarfing force applied. It has simply been the elimination from their education and training, of a brood of vicious errors, and, as a consequence, in coming down, they have really gone up.

It will be admitted, we believe, that an employer who has experienced such a change, has become a vastly better manager, because he is more in sympathy with those he is required, by his position, to manage.

Our purpose is to avoid all appearance of chicanery in argument. Sophistry is not our forté, and we leave to others the triumphs of word jugglery. We hold that the improvement in railroad management began with employés and not with employers. The employé was the first to discover the necessity for the improvements. For illustration, we shall confine, at this writing, our references to the Brotherhood of Locomotive Firemen with which we are identified. The organization was based on the idea of moral, intellectual, social and financial improvement of conditions. For about sixteen years it has gone steadily forward in its chosen field of endeavor. The organization was not suggested by the employers of Locomotive Firemen. Railroad officials rarely, if ever, discover defects, except in employés. Not so with the firemen. They saw the necessity for improvement all along the line. They concluded to educate themselves first, that they might the better point out to others when changes in the management could be introduced with positive advantage. The great public, quick to discover changes for the better, admits the claim put forth by the Brotherhood and applauds the improvement, and railroad officials, stockholders and bondholders, at least those of them who study conditions critically, yield their assent and willingly declare that a vast improvement in railroad management has occurred.

In this connection, let it be distinctly understood, that we claim nothing for the Brotherhood of Locomotive Firemen, in the way of improving the railroad management of the country, that does not attach to the Brotherhoods of Engineers, Conductors, Brakemen and Switchmen. They have all been inspired by the same ambition. All have been studiously trying to educate themselves for the positions they occupy and for higher positions. In the progress of their work, they have been able to point out where wrongs existed and where mistakes were made. They have been capable of presenting their own grievances and of convincing officials, and as a result, the management has improved. And thus the work of improvement has worked upwards until it has touched Presidents, Vice-presidents, General Managers, Master Mechanics, etc. As we have said, we make no allusion to improved machines, better tracks, rails, bridges, etc., but to better men, better management:

We are not Utopians, nor are we looking for the immediate coming of the millenium. Human nature is the same in all ages. It is not more sublimated now than when Noah built the ark, or Pharaoh's slaves built the pyramids, but it is possible to bring the human nature of the employer and the employé into closer and a more friendly alliance by leveling up the one and leveling down the other, and thus move along together toward the point of mutual appreciation and recognition.

Disagreements are still rife, and the revolution is still going forward. What next? We hold that the next thing to be done to perfect railroad management, is for all the Brotherhoods of Railway employés to federate for mutual protection. Their interests are greater than those of any other class connected with the railway service of the country. One illustration must answer our purpose. Suppose employés are receiving as wages what will barely suffice to sustain themselves and their families, and to lay by a few dollars for sickness or old age, and the order comes to reduce their pay 10 per cent. or any other per cent. Instead of reducing the pay of the employés, the demand is made to reduce dividends 1 per cent. or the

half of 1 per cent., and the same with bondholders. The reduction of dividends and interest would cause the rich no inconvenience, while the reduction of wages would cause widespread distress. This would be a proposition upon which federation could act, resist a wrong successfully and impose no burden upon any one. And thus we could go through the list, demonstrating that federation as it would prevent strikes and make arbitration a certainty, the railroad management of the country would be so improved that the world would wonder why it should have been so long delayed. As a clincher, had federation been applied in the incipency of the C. B. & Q. strike, who does not believe that the strike would have been prevented? Had it been prevented the strikers would have saved \$1,200,000 and the road would be to-day \$10,000,000 better off. Federation will prevent such occurrences in the future, and Employers, as well as Employés, should hail with satisfaction the signs of the times which betoken the coming of Federation.

THE GOVERNMENT AND RAILROAD EMPLOYEES.

A movement has been set on foot in the Senate of the United States providing for arbitrating differences and controversies arising between railroad companies and their employés, as will be seen by the following bill:

IN THE SENATE OF THE UNITED STATES.

APRIL 5, 1890.

Mr. Blair introduced the following bill; which was read twice and referred to the Committee on Education and Labor.

A BILL

To provide a method for settling controversies and differences between railroad corporations engaged in interstate and territorial transportation of property or passengers and their employés.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That whenever differences or controversies arise between railroad companies engaged in the transportation of property or passengers between two or more states of the United States, between a territory and state, within the territories of the United States, or within the District of Columbia, and the employés of said railroad companies, which differences or controversies may hinder, impede, obstruct, interrupt, or affect such transportation of property or passengers, if, upon the written proposition of either party to the controversy to submit

their differences to arbitration, the other party shall accept the proposition, then and in such event the railroad company is hereby authorized and required to select and appoint one person, and such employé or employés, as the case may be, to select and appoint another person, and the two persons thus selected and appointed to select a third person, all three of whom shall be citizens of the United States and wholly impartial and disinterested in respect to such differences or controversies; and the three persons thus selected and appointed shall be, and they are hereby, created and constituted a board of arbitration, with the duties, powers, and privileges herein-after set forth.

SEC. 2. That the board of arbitration provided for in the first section of this act shall possess all the powers and authority in respect to administering oaths, subpoenaing witnesses and compelling their attendance, preserving order during the sittings of the board, and requiring the production of papers and writings relating alone to the subject under investigation now possessed and belonging to the United States commissioners appointed by the circuit court of the United States; but in no case shall any witnesses be compelled to disclose the secrets or produce the records or proceedings of any labor organization of which he may be an officer or member; and said board of arbitration may appoint a clerk and employ a stenographer, and prescribe all reasonable rules and regulations, not inconsistent with the provisions of this act, looking to the speedy advancement of the differences and controversies submitted to them to a conclusion and determination. Each of said arbitrators shall take an oath to honestly, fairly, and faithfully perform his duties, and that he is not personally interested in the subject-matter in controversy, which oath may be administered by any state or territorial officer authorized to administer oaths. The third person so selected and appointed as aforesaid shall be the president of said board; and any order, finding, conclusion, or award made by a majority of such arbitrators shall be of the same force and effect as if all three of such arbitrators concurred therein or united in making the same.

SEC. 3. That it shall be the duty of said board of arbitration, immediately upon their selection, to organize at the nearest practicable point to the place of the origin of the difficulty or controversy, and to hear and determine the matters of difference which may be submitted to them in writing by all the parties, giving them full opportunity to be heard on oath, in person, and by witnesses, and also granting them the right to be represented by counsel; and after concluding its investigation said board shall publicly announce its award, which, with the findings of fact upon which it is based, shall be reduced to writing and signed by the arbitrators concurring therein, and, together with the testimony taken in the case, shall be filed with the Commissioner of Labor of the United States, who shall make such award public as soon as the same shall have been received by him.

SEC. 4. That it shall be the right of any employés engaged in the controversy to appoint by designation in writing, one or more persons to act for them in the selection of an arbitrator to represent them upon the board of arbitration.

SEC. 5. That each member of said tribunal of arbitration shall receive a compensation of *ten dollars* a day for the time actually employed. That the clerk appointed by said tribunal of arbitration shall receive the same fees and compensation as clerks of United States circuit courts and district courts receive for like services. That the stenographer shall receive as full compensation for his services twenty cents for each folio of an hundred words of testimony taken and reduced to writing before said arbitrators. That United States marshals or other persons serving the process of said tribunal of arbitration shall receive the same fees and compensation for such services as they would receive for like services upon process issued by United States Commissioners. That witnesses attending before said tribunal of arbitration shall receive the same fees as witnesses attending before United States commissioners. That all of said fees and compensation shall be payable by the United States in like manner as fees and compensation are payable in criminal causes under existing laws: *Provided*, That the said tribunal of arbitration shall have power to limit the number of witnesses in each case where fees shall be paid by the United States: *And provided further*. That the fees and compensation of the arbitrators, clerks, stenographers, marshals, and others for service of process, and witnesses under this act shall be examined and certified by the United States district judge of the district in which the arbitration is held before they are presented to the accounting officers of the Treasury Department for settlement, and shall then be subject to the provisions of section eight hundred and forty-six of the revised statutes of the United States; and a sufficient sum of money to pay all expenses under this act and to carry the same into effect is hereby appropriated out of any money in the Treasury not otherwise appropriated: *Provided, however*, That not exceeding one thousand dollars shall be paid out of the Treasury of the United States to defray the expenses of any single arbitration under this act.

SEC. 6. That no strike by such employes shall be ordered or shall be lawful in such case until after the railroads, or the managers thereof, shall have been requested to appoint an arbitrator and to enter into arbitration, as provided in the first section of this act, and shall have failed for five days to comply with such request.

We confess that the bill we print herewith has on its face the appearance of "filling a long felt want." It reads smoothly, if not charmingly. It refers to differences or controversies which "may hinder, impede, obstruct, interrupt or affect transportation of property or passengers," and when such differences or controversies arise "either party" may notify the "other party" and propose "arbitration" when "if" the "other party shall accept the proposition then and in such an event" the bill provides for proceedings, but "if" the

"other party does not accept the proposition, no arbitration is possible under the bill—everything is in *statu quo*."

Those interested in such matters will be interested in the elaborate machinery proposed in the bill to regulate arbitration between railroad companies and their employes. It will be noticed that three persons are to be selected, "wholly impartial and disinterested," and they are to take an oath that they are "not personally interested in the subject matter in controversy." This provision in the bill, assumes, that when the "differences or controversies between railroad companies and the employes" on the one hand, "hinder, impede, obstruct, interrupt, or affect transportation of property or passengers," and on the other hand "affect" the rights of employes, three men are to be found and commissioned as arbitrators who are "wholly impartial and disinterested"—men who are "wholly disinterested" in the matter of the transportation of property or passengers, and "wholly disinterested" in the matter of justice to employes, they are to be men who know nothing of the "differences and controversies," who have no knowledge of the matters in controversy, who were asked if they have any interest whatever in controversies that impede the transportation of property or passengers, must swear that they are "wholly disinterested," and when asked if they have any interest in seeing justice done to railroad employes must take an oath that they are "wholly disinterested" in such matters. These arbitrators, by the provisions of the bill, must swear that they are that sort of citizen that like the professional or ignorant juror they must assert that upon such vital questions they are uninformed to an extent that no opinions have been formed, and that done they can be commissioned and draw their \$10.00 a day and the arbitration machinery can be set in motion.

It will be observed that the questions arbitrate relate to "differences or controversies which may "hinder, impede, obstruct, interrupt or affect the transportation of property or passengers." What are such differences or controversies? Who is authorized to determine the question?

It is worth while, just here, to devote special attention to such questions.

A railroad company, for instance, reduces the wages of its employes 10 per cent., and sets up its inability to pay more. Does such a reduction of wages impede the transportation of property or passengers? Not at all. Wages are reduced, but the trains continue to move. The employes protest, but it does no good, railroad officials will not listen. The employes exhibit unrest under the great injustice, but the transportation of property and passengers is not affected. The employes threaten to strike against the injustice, but under the law, section 6, they cannot strike, at least a strike will not be lawful, "until after the railroads, or the managers thereof shall have been requested to appoint an arbitrator and to enter into arbitration and shall have failed for five days to comply with such request."

We think it safe to say, that after the order of such a reduction, it would require at least a month for the employes of a railroad system to present their protests to the railroad company, at the expiration of which time the request is made for arbitration. Admit that the company accepts the "proposition" to arbitrate; we incline to the opinion, that in one way and another a month will be required to reach a conclusion. Thus two months have gone by under the reduction of wages.

We now go back to the time the arbitrators are chosen, and the court is in session. Witnesses are subpoenaed, papers demanded, etc. The company has its regular attorney on hand, usually the best the country affords. The employes are required to match him in ability, if they can, without reference to expense.

The employes set up that by the reduction in their wages they are inadequately paid. The railroad company comes forward with voluminous statistics and statements showing that their road is losing money, or is unable to pay dividends, and that the reduction in wages was an absolute necessity. The figures are submitted to the arbitrators, they are sworn to as correct by the President, Vice President, General Manager, Auditor or book keeper. The arbitrators, in all probability, will accept them as true.

The employes will come forward and show that the cut of 10 per cent. in their wages is a great injustice, and they will swear to it as for instance:

Engineers \$4.00 a day, cut 10 per cent. Reduced to \$3.60 per day.

Firemen \$2.00 a day, cut 10 per cent. Reduced to \$1.80 per day.

Conductors \$3.00 a day, cut 10 per cent. Reduced to \$2.70 per day.

Brakemen \$2.00 a day, cut 10 per cent. Reduced to \$1.80 per day.

Switchmen \$2.00 a day, cut 10 per cent. Reduced to \$1.80 per day.

With such figures before them, is it probable, that three men, totally unfamiliar, having no interest whatever in the questions submitted to them, and having the sworn testimony of the railroad officials that the reduction, as we have stated it, or less, is unavoidable, would render a verdict in favor of the employes, and restore to them their wages? Possibly the per cent. of reduction might be modified, but we assume that in ninety-nine cases out of a hundred the employes would be defeated; whereas, in ninety-nine cases out of a hundred, with employes organized and federated they would win a victory, or what is better, the cut in wages would never have been made.

But cuts in wages are only one of the numerous grievances which from time to time are brought forward by railroad employes. Take, for instance, the discharge of faithful employes to gratify the enmity of some underling, as was the case not long since on the Erie; a case so flagrantly unjust and almost unprecedented as to arouse the opposition of almost every man in the train service on the road. The men, engineers, were promptly reinstated by the prompt and resolute action of the Grievance Committee of the B. of L. E., who knew if they were not reinstated the men in the train service on the road would quit work. But had a law contemplated by the bill we herewith print been in operation, before a strike could have been ordered, the whole affair would have been submitted to arbitration, in which case it is exceedingly doubtful if justice would have been done the outraged engineers.

In the case cited, what would have been

the relative positions of the parties to the controversy had arbitration been ordered? The officers of the Erie would have claimed the right, in the interest of efficient work on the part of engineers and the safety of passengers transported, to have the engineers on the road undergo a rigid examination to test their qualifications. On the face of such a claim the intention of the officials would be likely to have the approval of the arbitrators.

The engineers protest, because the examination proposed is unusual, unnecessary, embarrassing, and demanded, not for the good of the service, but to place men, by long service proven to be qualified for their positions, in embarrassing positions. Now, then, what is there to arbitrate? Absolutely nothing. Competent men have been, after long and faithful service, discharged, simply because they refused a certain form of examination: when to prove their qualifications they willingly referred to years of efficient service.

Under the bill we print, the employés of the Erie could not lawfully have quit work to force the Erie officials to do justice to the discharged men until they had proposed arbitration, and waited five days to ascertain if the officials accepted the proposition.

It will be noticed that the bill in question imposes no restrictions upon railroad companies, whatever. They can reduce wages, discharge employés, blacklist them, treat them arrogantly and disrespectfully without penalty of any kind, but when employés would resent such outrages by a strike, they must give the company notice of their intention, and propose arbitration. Then they must wait five days for the company to decide, when, if the company does not accept the proposition to arbitrate, a strike may be ordered. As a consequence, under such circumstances the hands of the employés are completely tied, and redress for wrongs rendered practically impossible.

If the bill contemplated equal justice to employer and employé it would have placed them on equality. It would have provided that wages should not be reduced until the railroad companies had submitted to employés a proposition to arbitrate, and that employés should not be discharged without

the same proceeding. It does nothing of the kind. It is unfair, one-sided and unjust and as such ought to be opposed by every railroad employé in the land.

THE SUPREME COURT OF THE UNITED STATES DECIDES THE CO-EMPLOYE QUESTION.

The following editorial article recently appeared in the *Chicago Tribune*:

The United States Supreme Court has announced by a majority vote its approval of the doctrine that damages cannot be recovered by an employé from a railroad company or other employer for injuries which result from the negligent act of a fellow employé. For some time this question has been agitated in the courts, and the rulings on it have been in conflict. In the Eastern and Southern States the courts have held strictly to the old English doctrine which gave an employer exemption from liability where one employé was injured through the carelessness or incompetency of another, but in the Western States the Judges have tried to modify the rule by holding that it applied only to employés that belonged to the same class, and not where one was employed in a different line of duty or work. Thus two brakemen might be classed as co-employés, but it was denied that such was the case in respect to a conductor and a brakeman or a switchman and a brakeman. A few years ago the Federal Supreme Court was about equally divided on the question, but it now gives its sanction to the old doctrine as upheld by the Eastern and Southern courts.

It is not likely that the decision of the Supreme Court will end the controversy, but much more probable that the State Legislatures will be called upon to enact legislation which will justify all the courts in changing the old doctrine. Such legislation has been had in England in recent years, and in some of the States in this country. The Legislature of Massachusetts has adopted an act modifying the old doctrine and affirming that persons are co-employés only when engaged in the same work and not merely because they are in the employ of the same person or company. The old theory was that an employé took all the risks which ordinarily belong to the business, including the carelessness of those in the same employment, and that as he had the opportunity to know their habits, conduct and capacity, he could guard himself against the neglect. This may be true in many kinds of business where workmen are immediately associated together, but it is not easy to see how it applies to the thousands of scattered employés of a railroad company. Trainmen may be injured in consequence of the negligent acts of switchmen, bridge tenders, track-walkers, train dispatchers or telegraph operators—employés not associated with them on the same line of duty and against whom they had no special opportunity to protect themselves. It is the employer alone who is in a situation to detect

guard against, or punish the negligence of any and all employes. The old rule may be fair enough in most occupations, but it does not meet the requirements of justice in the railroad service where the life of an employé may depend on the discipline which a railroad company maintains over a second employé with whom the first is never brought in personal contact and against whom he cannot protect himself at all.

It would seem that a railroad employé is entitled to as much protection to life and limb as a passenger apart from the unavoidable risks of his occupation. A conductor or a brakeman may have as little ability as a passenger to guard himself from the negligence of a switchman or a drunken engineer, and the one may be as dependent as the other for safety on the discipline enforced and the care exercised by the company. The old doctrine as to co-employes does not apply fairly in the railroad service and it ought to be changed by legislation.

We reproduce the foregoing article in full, because it states the case fully, and in a way that the average reader is enabled to grasp the subject intelligently.

It will be observed that the Supreme Court of the United States adheres to the "old English doctrine which gave an employer exemption from liability when one employé was injured through carelessness or incompetency of another."

It appears from the *Tribune* article that at one time the Supreme Court was about equally divided in opinion upon this important question. Such a division was not creditable to the court. To hold that an employé can obtain no redress for injuries because a co-employé was careless or incompetent, is an indication of gross incompetency, to use no harsher term, on the part of the judges; and the more critically the subject is examined and analyzed the more glaring the outrage upon justice appears. The decision of the Supreme Court of the United States brings into haggard prominence the fact that the higher a poor man goes in search of justice the less are his chances for obtaining it; that in this country the march of the judicial mind is to serve corporations and permit those who serve corporations and permit those who suffer by their acts to seek redress in vain.

The fact is of easy demonstration that the men who secure positions on the Supreme bench are men who have been corporation lawyers, trained in finding law constructions and decisions favorable for the rich and in derogation of the rights of the people, and especially of poor people. As a result,

when such lawyers put on their autocratic silk gowns as Supreme Judges they are fully equipped to quote English law, or any other law whereby the corporation can be sustained and their victims crushed, and it appears that this judicial aristocratic idea is steadily gaining ground in the United States, until, we apprehend, the prevailing idea is that a humming bird in the grasp of a "funnel-shaped" cyclone cloud, stands quite as good a chance of escaping alive as a railroad employé has to secure justice at the hands of the Supreme Court of the United States.

It will be observed that there is no limit to the "co-employé" proposition. It covers pretty near everything. It is an all-protecting shield for the corporation, while death fairly riots in the ranks of the employes. A happier idea never struck a corporation, and the Supreme Court of the United States plays it for all it is worth.

Look at this "co-employé" dodge, this "old English doctrine," and observe its sweep. In the first place, let it be understood of the million of railroad employes, not one of them is consulted as to the employment of a co-employé. An employé may be deaf, color-blind, a drunkard, a knave; careless and incompetent, notoriously unfit for any position, but no "co-employé" is consulted, or has a right to offer an objection, but in addition to all other perils is compelled to accept those which result from incompetency. He accepts conditions because he cannot change nor modify them, and is maimed or killed. The corporation goes into court and pleads negligence or incompetency on the part of an employé, and escapes every penalty.

Imagine a competent, faithful employé, who has been maimed, in court demanding some compensation for injuries received while in the service of a railroad corporation. Imagine the maimed employé minus a leg, or an arm, or an eye; a cripple for life, to be supported by friends or to be consigned to the poor house. He is on the stand giving his testimony. He was crushed in a collision, the result of the incompetency of, say, a train dispatcher. There are no doubts about the fact. The corporation does not deny it; on the contrary admits the incompetency of the dispatcher—admits

that the collision resulted from his incompetency.

The President of the corporation, or the General Manager takes the stand and is questioned something after the following manner:

Q. Did you employ A., the telegraph dispatcher, whose incompetency brought about the collision by which the plaintiff in this case was injured?

A. I did.

Q. Was any co-employé of the corporation consulted?

A. No.

Q. You assumed the entire responsibility of employing the incompetent dispatcher?

A. Yes.

Q. Did the collision occur because the train dispatcher was negligent or incompetent?

A. I suppose it did.

There are no exaggerations in the forgoing. The case as stated goes to the jury. The judge instructs in favor of the plaintiff, the maimed employé, who went down in the wreck.

The corporation appeals. It has its paid attorneys. It keeps on appealing until the case reaches that august tribunal, the Supreme Court of the United States, and then the decisions of the lower courts are reversed, and the "old English doctrine" is established, that a maimed employé has no rights which the court is bound to respect; that the maimed, crippled or killed employé, having accepted employment on a railroad, though competent and faithful himself, is subject to all the penalties resulting from the negligence or incompetency of every co-employé, though in the selection of the incompetent man he had no voice whatever. And this is now the law of the land as determined by a majority of the Supreme Court of the United States; a decision that will make corporations chuckle, while it is notice to employées that they can go down to death with less consideration than attaches to swine or any other animal.

The silk gowned judges who receive \$10,000 a year for such displays of legal knowledge, will be caressed and fêted by corporation magnates, and will dine with the President, and will be accorded great distinction, while thousands of maimed men will do the best they can to keep out of the poor house, and the widows and the orphans will fare worse than the widow

whom Christ speaks of as having appealed to an "unjust judge" to "avenge her of her adversary." That judge "neither feared God nor regarded man," still he was head and shoulders above the Judges of the United States Supreme Court, who, in the face of overwhelming testimony, adopt the "old English doctrine," and decide against cripples, widows and orphans and in favor of corporations.

The trouble is that these Supreme Judges are in office for life, and as they are able to take special care of themselves, and look closely to their digestion, temperature and respiration, first-class funerals do not occur frequently in their ranks. Trained as corporation lawyers, now-a-days, having little or no sympathy with the people, the real aristocratic feature of our governmental system, there is no hope for the people except in a storm of opposition to a policy of injustice and wrong unparalleled for its infamy, unless it can be found in the proceedings of the monster, Lord George Jeffreys, who, as Lord Chancellor of England, earned an eternity of odium, and may have been the author of that "old English doctrine" for which the Supreme Court of the United States appears to be specially fond.

ACCOUNTS have it that the Buddhists of Burmah spare no expense in beautifying the temples of their gods, and in proof of this a description of a new vane of a pagoda at Rangoon, is given as follows:

The vane is about three by one-and-a-half feet broad, and thickly crusted with precious stones and lovely fans of the red Burmese gold. One rub alone is worth 6,000 rupees, and there are several hundred rubies alone on this beautiful thing. At the tip of the iron rod on which works the vane is richly carved and perforated gold ornament called the Sembo. It is somewhat egg-shaped and a foot in height, tipped by an enormous diamond encircled by many smaller ones, crusted on like barnacles. All over this exquisite oval object are similar clumps of diamonds, no other stones being used for this part.

After all, it is difficult to define a distinction between pagan and christian in the matter of decorating temples of worship. The pagan idea is, that such things please their gods, just what the christian idea is when they lavish their wealth upon temples of worship, may be a little more difficult to ascertain.

THE ILLINOIS STEEL CO. AND ITS CLUB HOUSE.

Elsewhere in this issue of the *Magazine* will be found a communication signed, Myron S. Perrigo, Joliet, Illinois, in which he seeks to show that in an article published in the March number of this *Magazine*, page 198, serious injustice was done the Steel Company by the writer thereof, and he proceeds to set matters right.

Our recollection is, that some one of our correspondents sent in a marked copy of a paper, containing some account of the Steel Company's splendid donation, in which it was said that, "*the efforts of the company to care for the welfare and enjoyment of their operatives are highly appreciated.*"

What was said about the money investment of the Steel Company's \$50,000 was correct; that 6 per cent. or \$3,000 on the investment was about right, is not denied, but in addition, Mr. Perrigo says, the Steel Company pays \$4,500, making the donation to the employes \$7,500 a year—equal to \$3.75 for each employé. The Steel Company, therefore receives no dividends in cash, from its investment, but on the contrary is annually out of pocket \$7,500.

The Illinois Steel Company is entitled to the foregoing statement, and had our information included the facts as set forth by Mr. Perrigo, they would have been included in the article published in the March *Magazine*.

That part of the information in our possession at the time, and which we reproduce now and italicize, was what more particularly interested us, "*the efforts of the company to care for the welfare and enjoyment of their operatives.*" When a workingman is fairly paid for his work, he does not ask for the "*efforts*" of any one to "*care*" for his "*welfare*" and "*enjoyments.*" He is a free man, ought to be independent and self respectful and self reliant, and if he possesses such traits of character he will not submit to the coddling and nursing of corporations or any other employer. This corporation talk about *caring* for his *welfare* and his *enjoyment* he will spurn. Why, in God's name, upon any principle known to American citizenship, may not operatives make efforts "to care for the welfare and enjoy-

ment" of employers? When a workingman accepts the oversight of an employer, in any matter not connected with his work, he sacrifices his manhood, his independence, his self respect; he begins to ask permission to live, he begins to crawl, he degrades himself, and if he has a wife and children, he drags them down with him. He lowers the standard of citizenship. He accepts favors that he cannot return and for which he can offer no manly compensation and thereby enters the ranks of mendicancy, and his employer, say what he may, knows that he is a fly caught and held in his net. This the Illinois Steel Company knows, and its club-house investment, was made upon that principle. And here is the proof of it unwittingly given by Mr. Perrigo. He says:

"The company however does hope to profit by the enterprise." Aye, always the hope of profits animates the corporation, directly or indirectly, the profits are to be secured from the pockets of "their operatives," just as the spider, when he sung his lullaby song to the fly, hoped to banquet on him. But how does the Illinois Steel Company "hope to profit" off of their operatives? Mr. Perrigo tells, as follows:

"It hopes to have healthier men, happier men, and men leading lives more nearly akin to that which is man's birthright."

In the foregoing, we have developed the height and depth, the width and breadth, of the *efforts* of the Illinois Steel Company "to care for the welfare and enjoyment of their operatives." The Steel Company at the outside, gives \$7,500 to 2,000 "operatives," \$3.75 a head, or for 300 working days one and a quarter cents a day.

Now for the *profits*. The company "hopes to have healthier men"—men of more muscle, more strength, more endurance, with this additional strength, the Steel Company reasons shrewdly. It says, doubtless, "with added strength, a man is worth, ten cents a day more, therefore by expending on our men \$3.75 a year, in the aggregate \$7,500, we shall get back \$60,000, a clear profit of \$52,500. Mr. Perrigo says: "The company, however, does hope to profit by the enterprise. It hopes to have healthier men," and we have indicated that ten cents a day is a prudent estimate of what a healthier

man could earn, more than if he were not "healthier." But it will be noticed that Mr. Perrigo nowhere intimates that the "healthier" men are to receive "healthier" pay, not a bit of it. The "healthier man" can take his profits in free baths, free dumb-bell exercise, free ten pins, etc., while the Steel Company will coin these felicities into cash, and riot in all the luxuries of wealth. But, says Mr. Perrigo, "In fact, it (the Steel Company) hopes to get a return in just such ways as the writer of the article in question (the *March Magazine* article) would not like to admit."

The Illinois Steel Company hopes to make "profits" by investing \$7,500 a year for the "welfare and enjoyment of their operatives." The men are to be "healthier" and therefore able to earn more; we say, ten cents a day, and say for 300 working days \$30.00. The company expends for his "welfare and enjoyment" \$3.75, net profit per man of \$26.25, and for 2,000 men \$52,500. But suppose the healthier men earns only five cents a day more, then the Steel Company would pocket \$26,250 a year. Did a spider ever sing such a Patti song to any fly?

But says Mr. Perrigo, the Steel Company's operatives are to be "happier men." That is to say, if they are "healthier" they will have better appetites, better digestion, stronger hearts to force the red currents of life through their veins; they will sleep sounder, can do more and better work, earn more for the Steel Company, and therefore will be "happier." A beautiful picture. Mr. Perrigo does not intimate that the President, Directors and Stockholders have ever addressed their operatives, about as follows:

"Operatives, the club house has been of incalculable advantage to you, physically. Under our policy you have been taught to bathe and keep clean, your appetite has improved; you are healthier and stronger; you can do more and better work, and we now propose to advance your wages ten per cent." That would be likely to make "their operatives happier men." But as there would be no *profits* to the Steel Company, the address is postponed indefinitely.

But, Mr. Perrigo says the Steel Company want their operatives to "lead lives more

nearly akin to that which is their birthright." Well, by all the gods in a heap, what sort of lives were the 2,000 men leading before the Steel Company took them in hand. The American's birthright is, "life, liberty and the pursuit of happiness." The American's birthright is independence. The American who appreciates his birthright will scorn the paternalism of corporations. He will permit no man to determine for him his food, drink, apparel, amusements or anything else. If a workingman he will not crawl in the presence of any other man. He will scorn dictation in all matters relating to himself or his family. He will honestly earn his wages and spend them as he pleases, and when he fails to see that such things are his "birthright" he has started on the down hill race to degradation.

THE announcement is made that a Georgian has invented a method for railroad trains to pass on a single track by going over instead of through each other, and the following description of the way the invention works, is given:

One train acts as a trestle, the cars being much lower than the ordinary ones, and very heavy. The engine is a portable drawbridge, which can be lowered, the rails on it fitting to the track rails with a flared flange. Rails run along the top of the other cars, forming a continuous track. The rear car is provided with another drawbridge, lowered like the one in front.

"When the two trains are to pass, one remains stationary, with the front and rear drawbridge lowered, and the other approaches at full speed, runs up the front drawbridge, along the track on top, and down the rear drawbridge. The bridge train then raises its drawbridge and steams off in the opposite direction.

"All things are possible mit Got," said a Dutch judge when he decided that a man bit his own nose off.

ONE of the results of opening Africa to civilization will be the extermination of the elephant—already 65,000 of the animals are slaughtered for their tusks and the product is estimated at \$850,000. The elephant, like the American buffalo is too valuable to live.

JOHN PALMER, of Union City, Michigan is named as the inventor of the baggage check system.

Dead Men's Brains.

AWAY back in the boyhood days of my own life, when the realities of active life had not been faced, and all was of the summer gold tint of a happy boyhood home, under the protection of dear, loving parents—both of whom have gone to their rest—it became my Saturday's holiday task to aid an old gentleman, who was moving from one boarding-place to another, to change his possessions from one to the other place.

Among his moveables were two small, but solid trunks, which aroused my curiosity and called for more strength than was mine; and the old gentleman, when asked what made the trunks so heavy, answered, "dead man's brains," and this only increased the curiosity already quite active enough. Subsequently access was had to the trunks, and many happy hours were spent in culling from the "dead men's brains" the material which has, to some considerable extent, influenced my own life, its purposes, and to much of an extent, the results.

But our firemen may ask, why is all this of interest to us? It may be; every man has an ambition to be something or nothing, and whether this ambition is voluntary or involuntary, frequently the latter, for if any man declares he has not an ambition, then he has involuntarily an ambition—for no man can stand still; if he does not go forward, then he does, as a plain matter of fact, go backward, for he must gain or lose; it is impossible to stand on any pivot, you must and do gain or lose; it is against natural law, hence impossible; then each man must have an ambition. It is easy to be nothing at all; *anybody* can do that, and there are quite too many in the trade now, too many who are satisfied to be and remain anywhere in the procession, so long as he gets his pay Saturday night, but he never "looks up," either with his eyes or mentally; he does not wish to be on the upper floor, because it is not his nature, and so we will leave him and his class on the ground-floor, wishing for them the result we do not dare to hope for, for the nearest to nothing on the face of the earth is a man or woman who has no ambition to climb higher in the scale or to better their position in life.

Happily most men are uneasy, and also a large majority of them *love work*; hence it is easy to stimulate a man who loves to work and who has a little factor of unrest in his composition. Ambition may not be, according to Webster, but it is really a state of discontent with matters as they are, and a disposition to be in a better condition. Then the question of "how to get there" becomes the point to be considered and acted upon.

The "know how," as the darkey concisely stated it, is the important point, and the man who knows how to do a thing is not by any means the best man to do it unless he also has other, and as essential requisites, and many a man who can fire equal to any man forgets that he has elements of uncertainty in his make up which keeps him from promotion, and many a man on the right hand side of the cab never gets further up, because there are elements of uncertainty in his make up or in his conduct that makes him an uncertain factor, a man into whose hands it never would do to put the control of men; and in all this I do not refer, in the case of the fireman or the engineer, to liquor or drink, but to the general make up, the peculiar features of his disposition; and a man who can study and remedy his personal defects is on the high road to prosperity. Now, if a man has even a spark of ambition, and has the moral courage and the manly self-denial to say, I won't drink another time, I won't carry any more "jags," I won't swear "cuss words" again, and I will be on hand five minutes earlier and climb over the old girl (for what fireman doesn't call his machine his girl or his beauty?) and see that everything is right at the first, and other as important points. Reform, with a big R, then that man is elected by a large majority to go in and win some of the laurels of success that are open to all. But here comes up one of the enemies of all men—impatience. No sooner does a man start off on a new tack than about the second day he expects a pat on the back, or some recognition, and that is his first blunder; don't expect it; don't look for it; don't want it; shut up like a clam; mind your own business with a death-grip determination; stick to it; hug it; sleep with it; wake up with it; and bear in mind, when a man starts out to be somebody and something he may expect the last resort weapon of the bully, the slouch and the "ne'er do well," viz.: sarcasm the sneer but it won't hurt you, for as soon as you prove your right to a possible improvement, it is queer how many friends you will have, and how much time they will spend on a lift if you ask them to show you something.

So soon as a man shows the disposition to learn something, he can get all the help he requires or asks for, and it happens to be a fact that the men who know the most are always willing and able to instruct others, and will do so pleasantly, while the men who really know the least affect to know much more than they do, and are full of secrets and "personal" methods.

There is no royal road to knowledge, it is a rocky, winding path, lots of sharp corners and thorns, and if you stub your toe some one else can't bear the pain; as in euchre.

you not only can, but must "go it alone," and so few men ever realize what an hour means, or what a dollar means. An hour of solid work each night will learn a man all he can know for ordinary purposes of Figures or Grammar in six months, because if a man gets an Arithmetic and begins on it he will in six months get so interested that he will "get her open another notch," and then when he finds what an hour an evening will do he will use three or four of them a week, and then, its the old rule, get a man or woman to thinking for themselves, and they don't need any more stimulus.

You can learn History, Grammar, Algebra, Geometry, Logarithms, and a lot more in the same time you whine, and smoke, and drink, and fool away the hours that should be made to make you more of a man, and if you get to going in this direction you will watch your boys and "steer them", and you will get acquainted with the girl you courted a few years ago and find out that she's a better wife than you are husband in many cases, and finally, the boys will look you up, and then you can exercise your influence for good on them in return, and get one or more of them started on the same line, and your own boy will get interested, and you will be looking out for him. Give the boy a chance to be something; don't stand in his way.

Now, just a confidential hint, don't tell your wife or best girl. If the locomotive engineers and firemen of the United States should follow this programme for five years faithfully, honestly, and would do only *one-half* as faithful service as they do for the railroad company they work for, Austin Corbin and his swaggard never could put into effect the brutal orders they now carry into effect, nor any man who is really a thief and a robber, but in the executive management of a property, would never dare to insult men who were posted and in thorough sympathy with each other.

You don't believe it? You have a right to your, and I to my opinions. Study cause and effect, reason, look out for the possible reasons for certain moves, and you will find in THINKING that men who cultivate the faculty of thinking are the men who are most dangerous, most determined, best poised, always ready, and in all cases they control others, according to their thinking superiority *over the other* only.

If a man only will, he can occupy almost any position he chooses, honestly and honorably, and he can do it in the hours that he usually wastes if he will, and it surely cannot be out of place to add, that the man who seeks first, God's blessing and help, and next, to be something, can as surely accomplish his wish as he is devoted to it and true to his purpose, and if a man has something else to look up to, he is certain to suc-

ceed better if he only puts a selfish purpose on the whole.

But actually, I have become so earnest in my subject as to forget the "dead men's brains. Any man can have access to books. Good books are invaluable. If you don't know what books to read, ask somebody that does know. You can get help by asking; and there are 'hoards' of books not in every community that would be free given to the firemen's associations if they were sought out and asked for. Spend one evening a week in searching for books; lots of 'em can be had if the object is stated. Go at it boys; get a vote, then go at it earnest. Take them and then take care of them. You can get additions to your libraries if you will. Hunt them up; they are there; *then study them. Learn one thing a day, that makes 156, if you study three times a week, and when you have learned 156 things you will kick yourself because you didn't do it before, and then you will "r-o-o-t" for the rest.*

If you once get interested thoroughly in it you won't rest; it will show itself, and you will begin to "pick up." Digest it; the company will find out something has happened; of course they must increase your pay, but don't forget the record-book; the figures are there, and so is all our records; another book, good and bad, indifferent; all, the final result in either case is lost saved. But the man that *knows how* is likely to quit the foot-board for something else, and to succeed. Now boys, pack your tender as full as she will carry; don't throw any coal over, but examine and handle every lump, and the more "dead men's brains" you cull over and pick up the more good stuff you will put under your skirts into good live brains, and you and your children will get the benefit.

Now, for a matter of fact story, and then we will rest. Eight years ago, not over seventy miles from New York City, one fine May morning an engine was being taken out of the round house for her regular trip seventy-three miles out and back. The "fixins" for indicating had been put on her the night before, and a man far more widely known now than he was then, quietly smoking and waiting for the "make up" before he got on. The engineer was a man of unusually pleasant moods, but the morning he was cranky as an old hen. He did it is not known, but in coming to the table he ran across the table and put his pipe "cocked" on a stub track on the other side of the table. Here was a pretty kettle of fish. The engineer commenced to swear very volubly. The yard master came and confusion existed. The quiet man came up and said a few words to the yard master; men flew one way and the other, and then he called Mr. Engineer down

the ground and talked to him about one minute. Nobody else knew what was said for sometime, but the way that pilot was leveled and things were put into trim was a caution. The train was made up and went off. Now, let the engineer talk after his return: "You can kick me a week and can't hurt me." "What did he say?" Told me the truth." "Well, did that hurt you?" "Did you hear about the eel that was skinned, and got used to it?" This was all that we fellows got for about a week, until the new engineer took us into his confidence and told the whole story, in about the following: "When he called me out of that cab I expected he wanted another man put on; but he began quietly, and just skinned me by saying; 'If you are going to stay at the foot-board end of "121" to-day and I've to go on the pilot I want you to do a little better than this. Now, my friend, you know better than this kind of a circus. If you are mad, why don't you go home and rest? I can't risk my neck out on a pilot end with a crazy man. Now, either tell me you will or you won't. If you will, climb up, and stay there; if you won't, go home and stay there.' So you see he didn't let me say one word, and I climbed back, feeling as though I'd been spanked. At the end of the trip out he cleaned up his indicator and then washed up and put on usual clothes, and said to me, 'Come, let's find dinner.' While at dinner he told me how to run her home, and then told me that 'I knew enough, but was a careless fellow, or that I didn't care, and that a man of my capacity ought to be careful, and if I could be trusted there was no need of choking off engineers' pay, &c."

These facts the writer is knowing to. The sequel is: That engineer went home and told his wife. She told him she was thankful he didn't break his neck or get discharged, and he found that his wife knew of his faults, and so he began then, in 1881, to be something. After two years he climbed on a fast night mail, then to Assistant Division, and then, in 1885, his old friend who skinned him, sent him a letter to a manufacturing concern, and he is now chief engineer with \$50 a week. He don't swear or smoke; owns his own house—all paid for, and he is not careless in anything. He studies his hour a night, and the last evening I spent at his house his wife was a girl again over old times.

Climb as high as you can. The man who studies and works for knowledge cannot be robbed of it, and it is his fault if he don't combine valuable qualities with a personal independence—dangerous to demagogues but safe for honest purposes.

Uncle Silas.

THE people of New South Wales and Queensland are building rabbit-proof fences, and already 887 miles have been completed.

Men Who Succeed, and Why.

ONE of the best known and most respected writers has well said, that a person who desires some calling in the business of life that shall insure him, or her, a certainty of success, may with safety apply themselves to one of the three paramount callings of providing food, shelter or clothing for the human family, and if this be well done, success is sure.

And this is right. But there are other issues which when correctly viewed are as important, and really are at the bottom of and control either of the items mentioned,—in fact, all of them,—as well as the numberless important ramifications which are so intimately connected with each one and all these absolute necessities as to be absolutely inseparable from them, that we purpose to bring it to the attention of the young men, particularly, as it is to them that we must look for future improvements and economies which must go to make up the grand total that is to keep the millions of workmen busy, and to maintain the pre-eminence of American manufactures of every kind, and extend in many ways, so as to utilize the immensity of the natural resources of the United States, which to-day are little more than generally known—and in doing this, to furnish food, clothing and shelter.

The new factor we shall introduce is one of the most essential importance and of the most absolute necessity—it is *thinking men*. There are too many people who follow on in the old and beaten track, not because they do not think, but for the reason that they do not train themselves to thinking, and as a consequence they do their work in an imitative way,—much as a parrot or monkey imitates the sounds or actions which happen to strike his fancy,—and as a natural result they never accomplish anything new, because it is easier to follow than lead; and in too many cases the young man prefers a pleasant social evening rather than a quiet wrestle with some mechanical, chemical, metallurgical or economical problem, which as he turns it over and over gives new combinations, and consequently new difficulties to overcome, and also trains him for a higher position in life, or business, by the cultivation of those faculties that enable him to combat successfully with the most important processes in connection with the great business interests in which millions of capital are invested and hundreds of thousands of workmen employed. And in hundreds of different channels the capital is *always* looking for men who can concentrate upon some one point and perfect it; or solve the question at issue, and thus gain by some new combination and application, either time, facility, cost in trans-

portation or production, or in some other way where a rich reward is sure if only the plan is thoroughly practical and applicable; and the man who has mastered his preference for idling away his evenings and leisure hours, has accomplished one important step towards becoming a thinking man. Workmen with a practical view of life and some mechanical training, have, if they only realized it, a vast advantage in this open race, and they now have no good excuse for not joining in the race: the valuable scientific and technical papers, magazines and books can be had, to make any man who *will* read thoroughly conversant with all that goes on, for less money than many men pay for drink and tobacco, so that no increase of their expenses need follow; and in less time, if good use is made of it, than most men idle away in profitless discussions or lounging about places which they would be better for avoiding.

The habit of spending one hour each evening in reading or thinking, or in sketching, soon becomes a fascinating occupation, and the man who does this soon becomes more interested in his daily tasks, and of more value to his employer. The first few steps taken, it is comparatively easy to mount, one by one, if the effort is continued, to a position which would at first have appeared visionary; and the habit formed in this process makes any man vastly more important to whatever interest he may attach himself.

There are so many notable instances of precisely this class of men in our own country, that there is no need of particularizing any. Any man of ten or twenty years' observation can count them in his own vicinity; and if the real history of the first step was known, some problem presented itself, and the application of the mind to a proper solution of that one problem, perhaps insignificant in comparison with subsequent ones, had such an influence that the person became a thinking man in the broadest sense of the term, and followed on as new problems came to him, solving each one easier than before.

But there are difficulties and discouragements, and they are frequent, and the man who attempts this line of work must confine himself to the perfection of each idea, or he will become a nuisance instead of a success. And here is where the man who can handle tools has a great advantage; he can see difficulties and can plan to avoid them, and if not so prolific in number, he will produce tangible results in a way that will win him all the aid he needs, and his reputation is soon established for finishing as he goes on; while the man who is not a practical one will perhaps conceive some idea and partially adapt means of producing the desired result, and then the

man of tools and experience must complete the working out of the idea by re-invention and re-adapting, so that the finished machine is only like the original in the fact that both embody the same idea.

There are so many channels in which broad avenues are open that there is plenty of room for all.

The food problem is as yet but little attempted. In clothing we can only quote Mr. Atkinson, who says: "If one-seventh of the cotton lands of the state of Georgia were as well cultivated as some few plantations have been, then that one-seventh of the cotton lands of Georgia would produce the whole crop of six million bales of American cotton;" and leave us with ten millions of acres of land to raise food or clothing from or upon; and the same may be said of shelter. With such possibilities as this before us,—and the figures are actually true,—then what does exist for men who will cultivate their perceptive faculties, habits of application, and the exercise of continuity and concentration, and by so doing not only benefit themselves, but the human race as a whole.

The motto of the beautiful art of shorthand is, "To save time is to lengthen life." Perhaps too many never consider how much time they waste, or how the utilization of time now wasted would largely increase the number of men who succeed and leave enduring works behind them.

Thomas Pray, Jr.

AIR BRAKE PRACTICE.

We have on our table, from the press of the *Locomotive Engineer*, 96 Fulton street, New York, a copy of J. E. Phelan's, *Air Brake Practice*. The author is an honorary member of the B. of L. E., a member of the Railway Master Mechanics' Association, and division superintendent on the Northern Pacific railroad. A practical locomotive engineer, and a thorough and intelligent investigator of locomotive appliances, Mr. Phelan is just the man to discuss the Air Brake in a way to be of the greatest possible benefit to those who are required to handle it. The author says:

"The author has written entirely from the outside, as a runner and shop man—and has endeavored to make the subjects clear to men in the same walks of life."

That this has been accomplished there is convincing proof on every page, and the elaborate engravings of the brake, which accompany the work, are valuable aids in elucidating the mysteries of the invention the great value of which is nowhere questioned. Mr. Phelan's work is admirably arranged and the intelligent engineer ought to experience little difficulty in mastering the subject in all of its details.

MECHANICAL.

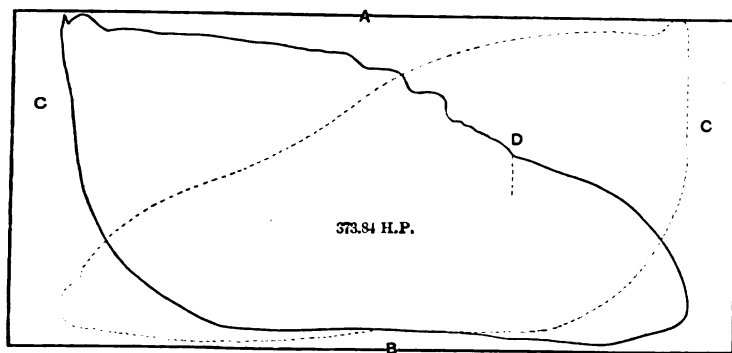
Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the tenth day of each month.

Boston, May 7, 1890.

Editor *Firemen's Magazine*:

DEAR SIR:—In compliance with my promise to send you an actual diagram from one of my locomotives, and the figures from actual fact, I enclose a cut made at exact size by the American Bank Note Company to my order, from the original diagram, and in this diagram the error of indicator spring, (a very important factor) has been corrected.



The diagram was taken from a 20"×24" cylinder; wheel, 50" diam.; speed, 107:65 revolutions per minute, or almost sixteen miles an hour on a twelve mile grade of six to sixty-two feet per mile, and is one of over twenty that were taken in the forty minutes we were raising the grade. The load was twenty-six full box cars—coal, grain and lumber, with over twenty tons in each of nineteen cars, and from seventeen to eighteen tons in each of the others.

The object was to test an engine that had some changes in her valves and motions, with the usual diversity of opinion. The M. M. of that section ordered a train made up of the heaviest cars to be found in a yard, and we backed in and began our pull." The M. M. made seventy-two miles with her—indicators on each side. Such are the general terms of the cards being taken.

The questions that I promised your columns are actual horse-power, pounds of water and steam per horse-power per hour,

and per hour and minute, all of which you will find below. If my own time had permitted it was my intention to have given you one of the fast passenger engines, but it has been impossible, and this has been delayed to the last moment for June number, if, indeed, it is in time.

A is the line of boiler pressure. B is the atmospheric line of the instrument. C C is clearance in volume of cylinder from piston head to the valve face. D is an arbitrary point on the expansion line from which the pounds of water per hour, &c., are figured, and is located clearly, so that any one can figure it. The whole diagram is exactly a reproduction of the original by mechanical means, and is elegantly done, and your readers can measure it or compute it, the scale being 80 pounds to one inch vertically.

The indicated horse-power of this side is . . . 373:84

The indicated horse-power of other side is . . . 376:42

Call indicated horse-power of both sides . . . 747:68

or double that of the smallest side cards.

Then we have a case of actual power of

747:68 horse-power under above conditions from the M. M's. report on the company's books.

Computing by Rankine's data (the most reliable of any known) at the point D we have 20277:3 pounds of water used for one hour in the doing of the above amount of horse-power, 747:68, or, 27:12 pounds of water for each horse-power each hour, or 346:288 pounds of water evaporated each minute to give 747:68 horse-power. This practically answers your whole question, so far as my part of the contract goes. But as my records show the evaporation of the boiler at about that horse-power to be 6:125 pounds of water with one pound of coal we will add one more factor, viz: That locomotive, at that horse power and under those conditions, requires 56:536 pounds of coal each minute to pull that load up the grade named, in the time and at the rate given. From this data much more can be had, if only your readers will figure it out.

These diagrams have a different appear-

ance from those in your May number. These are from a heavy load at slow rate of speed. Those in May are a high rate of speed, and probably no correction is given on the indicator spring. But in general work few locomotives are running that will show 27 pounds of water per horse-power, with load corrected for error of indicator spring and clearance volume fully added. Regretting the demands on my time are so great as to prevent my doing more in this line and trusting this may please you, I am with best wishes,

Thos. Pray, Jr.

SAGINAW, MICH., April 22, 1890.

MR. EDITOR:—I see by May advance sheets that I have made a statement that don't look well in print, viz: "Heat applied to water will produce steam in the exact proportion of 179 to 1, whether that water is in a chemist's laboratory or a steam boiler." This statement conveys a different impression to the mind of a reader than I intended it should. The statement should read like this, viz: The same degree of heat that produces steam in the proportion of 179 to 1 in the chemist's laboratory will produce like results in a steam boiler. I am not responsible for the cluck valve on bottom of suction pipe in the description of device for drafting water thirty-seven feet. I never saw a cluck valve, it should be check valve. Now, here is a good *modern* rule for determining the horse-power generated in any kind of a boiler when running. First, notice how long it will take to evaporate one inch of water in the glass gauge; divide this into 60, which gives the number of inches evaporated in one hour. Second, multiply the average diameter where evaporation took place, by the length of the boiler in inches. This multiplied by the number of inches evaporated, and the product divided by 1728, gives the number of cubic feet of water evaporated in one hour; one cubic foot of water evaporated is allowed for one horse-power, also a pump or injector should deliver one cubic foot of water per horse-power per hour, and an engine uses one-third of a cubic foot of water per horse-power. Example: A boiler 5 feet in diameter and 20 feet long evaporates one inch of water in five minutes, how many horse-power are generated?

Length of boiler 240 inches,	240
Diameter, 60 inches,	60
1 inch evaporated in 5 minutes. 5) 60	14,400
	12
	12
	1728) 172800
	100 H. P.

This boiler is generating steam enough for a 300 horse-power engine. N. B.—Dr. Wilson's coal cuts no figure, the amount of water evaporated determines the horse-power.

"L. L. C." had some questions and an-

swers in the April *Magazine* which the length of my article prevented me from noticing. I see "E. S." has disposed of them properly. "L. L. C." gives a definition of direct and indirect working engine that I have never seen before. I never saw the terms applied to an engine in any other sense than "Vulcan has used them in *Magazine*. Will "L. L. C." please say where he got his authority for using them in this sense he did? One definition may be as good as the other, but I don't like the idea of having the locomotive transformed into a direct motion engine when I have been educated to believe it was indirect.

The rule for finding the throw of an eccentric given by "Vulcan" and "E. S." is correct, but here is one that is more simple and equally correct. The throw of an eccentric equals the difference between the heavy and light sides. Thus, measure from axle to outside of eccentric; if it measures eight inches on heavy side and three inches on light side the eccentric has a five inch throw.

I was much interested in the indicator diagrams shown by "Vulcan." They are the first ones I ever saw that were taken from a locomotive, and are good for the boys to study. I don't like the looks of those cards, and I'll tell you what I think of the matter with them. The admission corner is rounded too much, especially in cards 5, 6 and 7, showing that the port is uncovered too late in the stroke. The steam line is too much from admission to point of cut-off, showing that the opening for admission of steam is insufficient, and steam is withdrawn. The point of cut-off is not well enough defined, showing that the valve does not close quick enough. What does "Vulcan" think about them? I would think the 148 ought to have her valves doctor'd especially if she was to be run at high speed. I have some cards taken from large Corliss, and if interest enough is shown in these matters, will publish them.

I fully agree with "Vulcan" that an injector would not work with air pressure but not for the same reasons. The reason the admission of air ruins the working of an injector is because the air enters somewhere in the suction end and destroys the vacuum which it is necessary to have to raise the water to the action of the steam. Now, an air pressure from the boiler would create a vacuum in a suction pipe just as well as a steam pressure, but when this pressure came in contact with the water it would never carry it farther than the check valve, or, out through the waste pipe. Because it could not condense the water, thus imparting its velocity to the decreased body (as between water and air) it would be against 120, therefore no result. As "Vulcan" has conceded that condensation is

play an important part in the working of an injector, it would now be in order for him to admit that Roper's explanation is correct, which explanation, as reproduced by me, he rejected in *Magazine* for June, 1888.

Vacuum.

MR. EDITOR:—The advance sheets of the Mechanical Department are at hand, and we gladly notice that the department is gradually but surely gaining favor with the readers and writers of our membership, as is evinced by the constantly augmenting number of communications which are sent in every month, and the deeper undercurrent of study which they manifest is taking hold of all classes who are in any manner connected with the locomotive department of the various roads, for some of our correspondents frankly admit that they have just commenced to climb from the lowest step of the ladder, while many others who have reached the top still find that there are greater heights of knowledge to be reached, and they are not so far above their fellow-workmen but that the discussion of subjects pertaining to their business still proves interesting to them and instructive to others.

PUMP DIS- PLACEMENT.

"Uncle Silas" says that I am both right and wrong in my correction of his former article on the displacement of a pump plunger, and as that is a rather startling announcement, I have carefully read his explanation of the matter, and find that "Uncle Silas" is so far right that if you assume a double stroke pump, his answer is correct; but as I looked at the matter from a locomotive standpoint, and as our correspondents ever mean locomotive, even when they say engine, I answered with that understanding, and as I have never seen or heard of a double action pump being employed as a boiler feeder of a locomotive, I, as a matter of course, could not allow the statement to pass unchallenged, as it might in the future produce erroneous impressions. It was with the same idea—of saving a waste of valuable time—that I wanted to stop the spread of an error endorsed by so eminent an authority on mechanics as our valued friend "Uncle Silas," for while he was careful to specify "up stroke and down stroke," others might not be so careful to read and understand the proposition as intended by our "Uncle."

DR. WILSON REVIEWED.

Our "Uncle" then goes for Dr. Wilson in great style, and gives quotations from Joule and Regnault corroborated by Prof. H. A. Rowland, which utterly controvert the false reasoning which the doctor has erected on a few extracts, taken with a view of "twisting" the sense to suit the arguments, or rather the statements, of the

doctor, for as "Uncle" says, all assertions of the doctor to the contrary, "de fax am dar," and I am pleased to have "Uncle Silas" refer to the lessons which might be learned from the indicator, as I have been at particular pains to obtain a set of cuts of indicator diagrams, which are published in the *May Magazine*, not so much for the sake of convincing the doctor as to disabuse the minds of some who might take "words full of sound and fury signifying nothing" to mean something. As the diagrams illustrated show some very recent tests, it is to be presumed that they will be better evidence of what steam is doing for us than the most emphatic assertions of the doctor to the contrary. In this connection let me say that I was highly delighted to read "Uncle's" dialect letter, in which he credits the indicator man with being able to adjust the valve motion by a simple following out of the suggestions, a study of the diagrams made to him, and am really glad to find one "old timer" who believes that theory and practice are not antagonistic, but harmonic, and that the best practice will in reality be the one indicated by theory as correct. I have ever held that it was a poor theory, or a poor practice, either, that did not show itself in the coal hole to the benefit of the company or the "boy" with the scoop.

"VACUUM" "Vacuum" gives some tables in regard to heat units to raise steam, and calls attention

DR. WILSON.

to them to prove that the doctor was at fault when he made his assertions about the length of time it would take to get up steam, and then he comes down to hard-pan in the shape of personal experience, and seems to doubt the statement made that any fireman could get over the road with the small amount of coal as stated by the doctor, but if "Vacuum" will take notice, even that small amount can be figured out to be enough, if figures are arranged for it. "Vacuum" then proceeds to tell us of some of his coal shoveling which somewhat surprises me, old hand at the work that I am. He says that their 18x24-inch moguls consume about 10 tons of coal in a trip of 116 miles, and that on the other division it takes as much as 13 tons to make 138 miles. This so far exceeds anything in the line of coal burning that I ever saw, that I stand aghast and amazed to think that "Vacuum" should have any time to trade and chew tobacco, wipe sweat, or do any of the other things which are in the line of work, and then have life enough left in him to tell us about his daily job. Please do not think that I am poking fun at you. Brother "Vacuum," in these remarks, for in all my service in firing I have never supposed that the amount of coal as stated was ever burned by one man in one day. Our division is nearly 50 miles long, and we

make a round trip for a day, and during the trip we use about 4 to 6 tons of anthracite, thus averaging not over 5 tons, and our trains will average about the same weight as theirs—say 1,200 tons one way and 800 tons the other way. Some of our boys think that they have to work hard, but I think that they would not like to have a job in Michigan at any price. I like to hear of the state of affairs in the different sections of the country, and think if we were better posted in regard to them in other sections, we would rather bear the ills we have than fly to others we know not of. But you will pardon the digression from the subject, for I do not imagine that there is a man at the scoop who wants to throw one shovelful of coal more than is needed to keep up the steam pressure to the maximum point, and I suppose that "Vacuum" is no exception to this rule. In regard to the amount of weight in a train, the power used in moving it, the amount of water used up into steam, and the proper way of getting at the power by the amount of steam, instead of heat units, "Vacuum" will see that he fully concurs with me in my opinions as expressed in the *May Magazine*. I hope that the facts poked at the doctor will be enough to satisfy him, and that it will not be necessary to prolong this controversy to any greater extent.

AIR TO THE FIRE. The admission of air to a fire is a point which "O. R. & N." wishes to have discussed, in order to find out which would be the easier on the flues, to admit air through the fire or over it. As the engine is supposed to be a free steamer, the air admitted is presumably that which is to keep her from popping, and is in reality not needed for combustion; this being the case, it would seem to be the best policy to admit the air above the fire, and thus save the fire from being worked, while the air will be heated enough in its passage through the fire box to not injuriously affect the flues; if admitted through a thin fire it would be cold air, too, and would have to be warmed up before it got to the flues, the same as the other.

COLD AIR IN FIRE BOXES. "A. A. L.," who says he is only a wiper yet, but wishes to learn all he can, puts several questions, and in answer I will say that I cannot see how flues could be injured to any greater extent by air drawn in by the blower than they would if the exhaust did the work, provided all other things were the same.

BROKEN ECCENTRIC STRAPS. If the go-ahead eccentric rods or straps were broken, the back-up rods could be used to connect to the top of the links, provided that they were of the same length, and the eccentric cams were shifted to the forward motion position; but probably the

most practical way to manage a case of this kind would be to simply change the eccentric rods of the back motion to the opposite forward motion, and not shift the cams at all, and as the cams should be of a size, the change should not affect any part of the machine, except to the extent of being obliged to work her in the corner.

LEARNING ABOUT VALVE MOTION. J. B. Ward tells us of the benefit which the members of his Lodge derived from listening to a lecture on valve motion, illustrated by drawings on the blackboard, and says that they got a better idea of the subject than they ever had before. The necessity for a more intimate acquaintance with this somewhat mysterious part of the grand machine by which we earn our bread and butter, seems to be felt, and attempts have of late been made to enable those who desire to study its different aspects, and thus to become thorough masters of the subject. Our friend J. A. H. has gotten up a large model of valve motion, for lodge purposes, and there are several smaller and less expensive models which commend themselves by their simplicity and low price; so that no one now lacks a full understanding of the matter if they feel inclined to know.

THROW OF ECCENTRIC STRAP. That lively fellow, "Eccentric Strap," thought that he could celebrate St. Patrick by giving us a lecture on mechanics, and he has certainly made a more lasting celebration than he could have gotten in any other way. "E. S." goes for "L. L. C." because the latter says that "the throw of an eccentric equals twice the width of one steam lap with twice the lap of one side of the valve added," and says it is an error; but this is true in general, it is equally true that in some cases it is as "L. L. C." stated it, for if we turn to our "Fornepage 582," we will find that the elevated railroad has some engines with 5-8 inch steam ports and 5-8 inch outside lap, so that the travel of her valve is just twice the combined length of those parts, or 2 1/2 inches. The rule, however, does not hold good on any other class of locomotives, and is therefore no guide, as other dimensions besides the size of the ports and the lap have to be considered in fixing the travel of the valve, which is of course determined by the throw of the eccentric. As we agree so fully on lead, position of valve, and position of piston in the cylinder, it leaves nothing to say on these points.

WHEEL QUESTION. In regard to the wheel question which has been pending some time, and which "A. A. L." has still a mind to keep before the reader in spite of the fact that he has repeatedly failed to answer points at issue, for fear to do so would decide the question against

him, I can only say that if "E. S." cannot bring conviction to him, it will be no use to try any one else; but the point so ably put in the last article by "E. S." has been advanced before and elicited no reply from "A. D."

KEYING
A LOCOMOTIVE
sion we had in these pages a few months ago in regard to the proper place the main-pin of a locomotive should occupy when it was being keyed up, and I very well remember that I seemed to be singularly alone in advocating the quarter position as the best one, and I allowed the matter to drop at that time simply because it was a thing that could not be settled by argument. I have ever been of the opinion that the place to key at was when the pin was in such a position that it pressed the point of its least wear parallel to the rod, for as this has to turn in the brasses without binding, it will assuredly allow the smaller diameters to pass freely. The point, then, to decide was, at which period in the revolution of the pin is it subject to the most wear, and I found that in this, as well as most other things, there were two sides to the question, for when the subject was talked of among our round-house men, who are ever at work with brasses, the prevailing opinion was, that the pin ever had its largest diameter parallel to a line drawn from the center of the axle to the center of the pin, and I was assured that they ever calipered at that point to get the largest place on the pin; but, strange to say, a short time after, in helping one of these same men reduce the brasses of a locomotive, we found, by very carefully made and repeated measurements, that the rule did not hold good in that case, for the pin was largest at about the point indicated by "E. S." but I did not yet feel that it would do to proclaim it as a universal rule, even if it had the support of reason and common sense, and was awaiting further developments. It would certainly seem as if the pin would wear away more at the dead-centers, while subject to the severe strain brought upon it at that time by the admission of steam at full pressure, and that this wear would continue around the pin in an ever decreasing degree as the pressure is diminished, until the steam is exhausted, when of course the strain and the wear would be reduced to the minimum point. I am therefore ready to meet "E. S." half way, and agree with him on fixing the point at the upper forward eighth or the lower back eighth, if this will be satisfactory to "E. S."

RUNNING HOT
IN
BACK GEAR.
The admitted wear of the pin when going in forward motion, being changed when run the other way, will no doubt account for the phenomenon of run-

ning hot when running in back motion only occasionally, but our boys on the L. do not seem to have much trouble with their machines, which are run in both directions. I suppose "there is nothing like getting used to things," as the eel is said to have remarked when he was being skinned. On our road we never pull a train when running backwards, and do very little of it, except when going for trains at the foot of the hill, so that we have not had any serious trouble on that account, and have thus not paid as much attention to the matter as it may be necessary to give it in some sections, where from force of circumstances it may have to be done frequently.

CYLINDER
HEADS
BREAKING.
While we have no reason to doubt the statement that our friend makes, it does seem a little strange that such should be a fact, for if a broken cylinder was to result every time a locomotive is shut off in a hurry, we should have a great many more heads to repair. Nor do I yet see how the dirt and cinders (strangely perverse as they are to get into places where they are not wanted) could by any means overcome the obstacles in their way, and get into the cylinder to do the damage charged to them. As I view the action of the piston while running in this condition, I find that its action is ever to expel whatever it succeeds in drawing from the steam-chest or pipes up the stack, and not to draw anything in from the side, as would be the case if the motion were reversed. Will our friend "please give us a reason for the faith that is within him?"

FIRING WITH
VERY LITTLE
FUEL.
"E. S." then ventures to express a mild astonishment at some of the "Doctor's" figures on fuel used by some of his firemen, and frankly admits that he could not "hold a candle" to any such men in firing, and then he gives us the benefit of his largely varied experience in firing for fourteen different railroads, which is a greater number than most of us can brag of; my own experience in this line being limited to but one road, which I have served nearly thirteen years; nearly ten of which were put in, in a laudable effort to furnish steam for other men to use up; but as I have given some idea of our "hard coal firing" in a part of this article I will not go into our style of work again at this time; but if the subject should prove of sufficient interest, I may at some other time give an article on "hard coal firing."

While "E. S." admits that he never got over any road with the very small quantity as stated by the "Doctor," I find a large difference between his figures, and the amount used by our friends in Michigan, and also that the amount used on his road does average at about the same per 100 miles as it

does here, and that there is therefore not so much of a difference between the South-west and the East as there is between the latter and the North. As our division is nearly all down hill one way, and up the other, we have to let her "pop" some of the time, but our general practice is to have them do as little of it as possible, for every pound of steam blown away requires a certain amount of heat to replace it, and this of course means more fuel for the company and more work for the men.

NO CHANGES
INVOLVED
BY A CHANGE
OF DIAMETER.

There seems to be no difference of opinion on the questions asked by "J. L. S.," about changing any other parts when the diameter of the cylinder is changed, and the verdict is that there is no change required in any of the other working parts of the machinery.

CHANGING
SIZE OF
WHEELS.

While on the subject of changing the size of parts I wish to have the opinion of our correspondents on the point whether a change in the size of wheels would necessitate the changing of any other parts of the running gear of a locomotive?

CUTTING AN
ECCENTRIC

"Max" asks some questions, the first one being a rather odd one: "How to cut an eccentric?" A few experiments in this line have established the fact, that the quickest way to cut an eccentric, was to run it without a proper amount of oil, but as this is not a very satisfactory way, on account of the objections to it which the managers of most roads have, and the penalties which they inflict on the "cutter," it is to be assumed that this is not what "Max" wanted to know, but that he probably wished to have some information about the method of constructing an eccentric, which I find is not as generally understood as may be supposed. An eccentric cam in the first place is turned up in the lathe to a true circle as any other wheel, and if it were to be attached to the axle with the centre by which it was turned, coincident with the centre of the axle, it would have no throw and would not be able to communicate any motion to the rods attached, and it is only by fastening the turned up true wheel to the axle, with its centre out from the centre of the axle, that we obtain any motion, and the amount of this motion does not depend on the size of the eccentric, but is determined by the distance which the centres are apart; the so-called throw of the eccentric being equal to twice the distance that the centres are apart.

SETTING
ECCENTRICS.

A slipped eccentric can be set by a number of methods, but one of the quickest ways is to set one by the other one, which is done as follows: Place the locomotive on

the dead centre on the slipped side; let us for the sake of clearness say right side and use forward centre. The piston having reached the front end of the cylinder, must now be forced toward the other end, and the valve must be open to the amount of lead which she may have, no matter which way she is to be moved. By this it will be evident that the valve should occupy the same position, no matter where the reverse was placed, and if say, the forward motion were slipped, a mark made on the valve stem when in back-gear, should occupy the same position when in forward gear, and if it does not, the eccentric must be moved until the marks for both motions are alike. Another way is to place the locomotive in the same position as before, and after carefully blocking her to prevent moving, give her a little steam, and then by slowly turning the slipped cam until the steam issues from the front cylinder-cocks, which should be left open for that purpose. As this would prove that steam was then being admitted to the cylinder by the valve, the presumption would follow that she was nearly right.

LENGTH
OF ECCENTRICS
AND OF
SIDE RODS.

The length of the eccentric rods should equal the distance as measured from the centre of the axle to the centre of the lower rocker-arm when the arms are in a perpendicular position; of course a part of this distance is covered by the strap and the link, and so much of it as is made up by this will have to be taken from the rods.

As a matter of course it is evident that the side or parallel rods of a locomotive ought to be equal in length to the distance from centre to centre of the wheels which they connect or couple, and as the wheels of locomotives differ, so of course must the length of the rods.

HOW TO
EXPLAIN THE
ACTION
OF STEAM.

The admission of steam to the cylinders is not so intricate an operation as many seem to imagine, but from the fact that it is not possible to watch the steam in its rapid passage through the steam-chest, the valve and the cylinder, many a man has been promoted to running, who, if asked how the steam acted could not have explained it to the inquirer, even if he had an idea of how it did act, which some, after years of service on the footboard were frank enough to admit they did not. The use of sectional models which seems to be on the increase, will do much to help the earnest student, and in the meantime I would suggest that "Max" has appended to the ends of his arms a ready combination, with the like of which I was able to demonstrate the action of steam. When asked once upon a time to explain, I spread the fingers of my left

hand, and told my querist to please imagine the cracks between the fingers to represent the two steam-ports with the middle one to represent the exhaust-port; then with the other hand formed a bow, the hollow of which I said was to represent the exhaust cavity of the valve, while the end of the fingers and the ball of the wrist formed the edges of the valve, with the fore-arm acting as a convenient substitute for the valve-stem. I then moved my improvised valve back and forth, opening and closing the ports to the steam and the exhaust, as nearly as I could in exact counterpart of the real machine. With this rude contrivance I was able to show that I knew what the steam was expected to do, and how it did it.

TO FIND THE HEATING SURFACE.

To find the heating surface of a boiler it is necessary to multiply the length by the height of the plates which form the sides and top of the fire-box, and to this the area of the flues must be added; this is found by multiplying the inside diameter by the decimal figure 3.1416 to find the circumference, and then this figure will have to be multiplied by the length of the flues, and the final sum reduced to square measure; if the circumference has been taken in inches, the length must also be taken in inches, and the final product divided by 144 to bring it to square feet; the area of one flue having been found, it must be multiplied by the total number of flues in the boiler to get the total, and when the flue area, is added to the fire-box surface, we have the total heating surface of the boiler.

BOILER PRESSURE.

I rise to explain that I meant the whole inside surface of the boiler was subject to the action of the steam, and did not intend to be understood as saying that the part of the boiler below the water-line had to strain on it, as our friend "Vacuum" has apparently understood me. It is only a few months ago that this question was discussed, and at that time I stated that every part of the boiler was subject to the steam-pressure, and that the part below the water-line had to carry the weight of the super-incumbent water in addition to the regular steam-pressure. If, as it seems, my language in the last article lacked perspicuity, I owe my readers and "Vacuum" an apology, for my aim has ever been to make my articles plain in style as I possibly could, and if I did not succeed in this I hope that I shall be pardoned.

PUMP SECTION.

There has been a long accepted rule that water would not rise higher than about 34 feet by the pressure of the air outside of the pump; for this is in reality the power which makes the water rise in the pump-

barrel, when by the action of the plunger the air is removed out of the barrel; such being the case it is not clear to me how the addition of another pipe can make water come up higher than natural laws have determined. Some stress is laid on the fact of a vacuum, (not a Saginaw "Vacuum") being formed in the extra pipe, but it would seem to me that this would have a tendency to draw the water to it, instead of to the main pipe, nevertheless as the "American Machinist" is good authority on mechanics, we will have to accept it as a fact and await further developments.

THE VEXED WHEEL QUESTION.

Our "Elder" deserves a medal or special mention at least for the perspicacity, which enabled him to notice what had not been seen and commented on by any one else, namely that the spokes in the small wheel of "A. D.'s" bicycle, which are moving at a greater speed than the upper spokes of the large wheel, are caught and reproduced by the camera, and we would respectfully refer the query to "A. D." for an answer.

SLIPPING OF WHEELS WITHOUT STEAM.

"Evanston" who has just formed an acquaintance with the *Magazine*, writes to give an explanation of wheels slipping when running down hill without the use of steam, and while he can not agree with our friend "Lockwood" in his fine spun theory on the effect of the "centrifugal lift and tangential throw," he has a theory of his own about it being caused by a certain "atmospheric back pressure in the cylinder reduction ports." I honestly confess that I do not know what is meant by the "reduction port," or to ascribe it to a mistake of the printer in making reduction, out of what may have been intended for eduction, but in either case I cannot see where the back-pressure necessary to slip the wheels is to come from; for according to our observation with locomotives running under these conditions is, that the only action of air is to retard instead of accelerating the motion of the piston, for when we are running down our hills, (of which we have a goodly number) we always find our machines holding back against the train, and being pushed along by it, nor does this seem strange when the facts are examined. When running down hill here, we place the reverse lever in the corner, and thus give the valve full travel; now after passing the forward dead centre the valve remains open on the forward steam-port, and the piston acts as the piston of an air pump in drawing the air in the steam-chest and the pipes out, and on the return to force them up the stack. I fail to see where at any point of the stroke we have anything but resistance to a free movement, and it was with the object of diminishing

this resistance, that many of the roads are now equipping their locomotives with the so-called "relief valve," which is attached to the steam-chest and opens at every stroke at the suction of the piston to admit air, which at the return stroke is forced up the stack. Within the past three months I have run a number of our locomotives furnished with these valves, and while watching the stream of sparks thrown up out of the stack with every cylinder full of air, I have received a very vivid object lesson on the subject of valve action, which is also corroborated by our firemen, who say that the new valves are a nuisance, so far as the fire and fuel is concerned, for they keep working the fire almost as much by the air they expel, as it is done by the steam, and if we run very fast the pop and safety valves hardly suffice to get rid of the steam produced by this constant fanning of the fire.

Vulcan.

PINE PLAINS, N. Y., April 1, 1890.

MR. EDITOR:—I will make an attempt to answer "L. E. C's" questions in April number.

1st. "Lead" is the width of the opening of the steam ports at the beginning of the stroke of the piston. On the steam side of the valve it is called outside lead; on the exhaust side inside lead. The advantage of the lead, is to have preadmission of steam in the cylinder before the piston has reached the end of its stroke, this causes the preadmitted steam to act as an elastic cushion in front of the piston and absorbs the momentum of the reciprocating parts at that instant, and also causes the smooth working of the engine at high speed and greatly reduces the wear and tear of the working gear.

2d. The entire absence of lead would cause a jar and pounding in the cylinders and would wear the working gear more than if it had the required amount of lead.

3d. When the engine is on the forward dead center the valve is just opening the front steam port.

The last of "L. E. C's" questions is beyond my depth, so I will leave it for the more knowing ones to answer. If I have made any mistakes in trying to answer these questions, I will be very much obliged to have them corrected.

Harry E. Pulver.

ALLEGHENY CITY, May 7, 1890.

MR. EDITOR:—I will ask some of the "boys" a question: Suppose you break an arch bar of a tender truck, how would you repair it so as to take your train to the terminal station?

I would like to hear of some records of fast time made by some of the brothers.

Buckeye.

Review of the Reviewers.

Being absent on business, and looking about for a location, I had neither time nor opportunity to write anything for the May number of the *Magazine*. And as "Vulcan" was being pushed to the wall and had begun to whine, I see from the advance sheets of the May number that several others have set in after me anxious to get my scalp; but if they do get it they will have a bootless trophy, for they won't get hair enough to swing it to their girdles. But it is not taken yet.

I will now resume where I left off. I did not think "Vulcan" would feel himself so hard pressed as to abandon fair and honest criticism and resort to a conglomeration of misrepresentation. After stating that I "had given another instalment on steam vs. horsepower," he said I "had given nothing new in calculating horsepower differing from Watt." Then why do you let it trouble you so much? Ever since I commenced writing you have devoted about as much space to me as you have to all the other writers in the Mechanical Department.

"Vulcan" says my "rule would have to be changed for every variation of speed, while Watt's rule furnishes a constant factor." Let us look at this a moment and see how sharp "Vulcan" is. Watt's 33,000 is his constant factor for a minute's work, 150 is a constant factor for a constant pull. Now, if your piston speed is 400 feet, you use 400 as a factor in estimating your horsepower; now, let the piston speed be 800, do you do the same amount of work as when the speed was 400? No, you claim to do double the work. Then what change do you make in your formula? Put 800 in the place of 400, but let the 400 remain and take for your divisor one-half of 33,000 and it gives you the same result as if you had used 800 as a factor.

Now, take 150 as a constant factor, speed 220, and it gives the foot pounds for a minute's work for horses of the Watt's standard. Then take the speed 440 feet, as with the engine twice the work is done, and as with the engine you can get the proper result by using the factor 440, or retaining 220 and taking one-half of 150; therefore a one-eyed man can see there is no constant factor in either, only as custom uses it. Watt's in his estimate of horsepower used one minute as the unit of time; but the most of the estimates now in mechanics take one second as the unit of time, which is one step in advance towards a constant pull.

Next we find "Vulcan" saying that Doctor Wilson don't "act fair towards steam." I would be ashamed to act unfair to as little a thing as steam. I have given it credit for all it is worth, and more too, as I shall prove by your own standard authors before I close this article. "Vulcan" says I "admitted a

pressure on the piston of over 34,000 pounds as a constant pull." I never admitted nor said any such a thing. Neither "Vulcan" nor any other man can find any such admission in any of my writings. What I said was this: All I could find as a starting force was 34,020 pounds of steam pressure in the cylinder, and that you could never have that after starting (this engine is 19"x24"), afterwards I said you did not have that much even to start on, and the only proof that will refute what I have said, is to apply a force against the wrist pin until the wheel slips. If that demonstration shows more than 34,000 pounds, sixteen ounces to the pound, not "dinagraph" measure, but actual weight or tension, then I will surrender the point. "Vulcan" don't seem to know the difference between a starting pull and a constant pull after starting. Yet he tells us the dinagraph makes the starting pull 48 pounds to the ton, and when going 2½ miles per hour the pull is about 3 pounds per ton and at 5 mile speed about 6 pounds per ton, and before you can get 5 miles on your run he has a speed of 50 miles and a pull of 12 pounds per ton.

Now, "Vulcan," it is in order that you stand up and explain through the columns of the Magazine at what point of the speed between starting and 2½ miles, you change from 48 pounds to start, to a pull of 3 pounds and then from this point does your force gradually increase to 12 pounds which accelerates your speed to fifty miles at the fifth mile, or does it keep bobbing up and down? This you must explain or give up the "dinagraph." I mean business.

Again, "Vulcan" says, I "wish the horses credited with every foot they move the train, while the piston speed is all the credit steam should have." Must we believe that "Vulcan," the critic, the exponent and champion of firemen, of the laws of mechanics, is so grossly ignorant of so simple a law to make the above statement when the rule at this point is so plain that any one ought to know it without books if he has a thimbleful of common sense? And now, for his benefit, I will quote the rule so that he may not again expose his ignorance. Rule: Multiply the force in pounds by the space passed over in feet, the product will be foot pounds of work. Now, if you can apply steam along the track or rail, you can so credit it, but if you can only use it in the cylinder against the piston head, you must be content with the distance the piston moves. It is a pity that steam has to be confined to such narrow limits; you cannot even estimate its force on the wrist pin, because this goes a little over three feet while the piston goes two. Therefore, instead of being "so unfair as to need no further comment," I have been so fair that it can't be controverted, and is in accord with all authorities on the subject, "Vulcan" excepted.

AMOUNT
OF
STEAM.

"Vulcan" says, "what I have written on the subject of the amount of steam made and used does not require any argument to refute;" an easy way to dispose of a knotty subject, but it is "Vulcan's" style, for he is minus any arguments unless somebody has told him. And he claims the amount of steam and mean effective pressure have been determined frequently and with great accuracy." I admit it has been frequently determined, but let us see with what accuracy. All your rule-makers for calculating horsepower of engines, during last year determined that you must have two-thirds boiler pressure, average throughout the stroke, in the cylinder; and "Vulcan," two or three months ago, with the infallible "indicator" accurately determined it to be considerably more than two-thirds, and it was as accurately weighed and measured as medicine is weighed on the apothecary's scales. But now in the May number of the Magazine "Vulcan" comes to the front with flying colors, and a great parade of diagrams and says it has been recently accurately determined by the infallible "indicator," and *mirabile dictu*, they find only 50½ at one end of cylinder and 51½ at the other, boiler pressure 151 pounds. How the mighty has fallen in a few months from two-thirds and more to one-third, a long step towards the truth. Please have that "indicator" determine accurately some more times. It is the best one I ever heard of. If the apothecary weighed his medicines with such accuracy, the undertaker's business would soon be on a big boom. It requires no further argument to confirm my infidelity in the indicator, for it has not left "Vulcan" steam enough to blow the whistle. Now, "Vulcan," if you don't blow the whistle pretty soon I will have to blow it for you. If I gulped down as you do, what everybody writes about steam, what it does, how much is made and used, without investigation by at least the rule of common sense, I would not have had anything to say on the subject. There is nothing very astonishing in the statement that a train pulled 20 miles per hour, takes only one-eighth as much power (steam) as it would to pull it 2½ miles per hour. However, it does make a pretty strong case stated that way. But I stated it a little differently, yet that is about the size of it, and very easily explained with a "dinagraph."

Yes, I was led to make a few MOMENTUM. casual remarks about momentum, but it is not the subject under discussion and there is considerable momentum in a locomotive when it is running 20 or more miles per hour, but not much in the steam. Momentum is what "Vulcan" depends on to take him up all the grades, and he says that is what took

"Fireman" up the hill, and Fred Taylor's cogitations converted him to embrace momentum. And "Uncle Silas" mixes it with his steam and finds it a very important factor. And if it was not for momentum you would get your train about as far with steam as a paper wad gets from the muzzle of a shot gun when driven out with a charge of powder.

QUOTATIONS AND THEIR VALUE "Dr. Wilson quotes from Rankine and Dana all about heat units to be transmitted into horsepower to show that a locomotive could not possibly do the work which they do, because the heat units are not found in the coal. *Let me say here once for all, I am not discussing the LOCOMOTIVE, it is STEAM. I have never denied what locomotives are doing. My position is that you don't use the amount of STEAM that is claimed, and from "Vulcan's" own statement in May Magazine, the "indicator" only shows half as much steam as it did when I commenced writing. Hadn't I better write some more? Again, my statement that a horse could exert a force or pull of 600 pounds, or perhaps some could exert a pull of 1,200 pounds, seems to stick in "Vulcan's" gullet so that he can neither get it up nor down. I thought I made this plain enough for a child to understand; so I will recapitulate some remarks. Five men are considered equal to one horse either in pulling or carrying a load. The load for a soldier is estimated at 30 pounds, not that he can only lift thirty pounds, but carry it all day. Then "Vulcan" is as weak in body as he is in mind if he cannot pull 120 pounds; you may harness yourself up in any way you desire, throw your body forward and stick your toes in the ground similarly to a horse in the act of a heavy pull, and if you are honest you will admit that men not weighing more than 175 pounds can pull to make a tension on a rope of 240 pounds, only 65 pounds over their own weight. Now, a horse is said to be equal to five men, then multiply 240 by 5 and you will have what a horse ought to do, and not a very large horse at that. I presume that it will be necessary to tell "Vulcan" that this force or pull is to continue only for a very short time, one or two seconds, not all day. Can you swallow it now, fixed up in a capsule?*

Mr. "Vulcan," I have a problem for you to solve, viz: Take a drive wheel 5'-6" diameter, cylinder 18"x24", wrist pin one foot from the center of the driver, and perpendicular over the axle, how many pounds pushing against the piston acting through the driving rod on the wrist pin, will make a pull on the link behind the tender, of 1,000 pounds tension? Then turn the wheel half around, placing the wrist pin perpendicularly beneath the axle, in this position the pin is between the axle and the

rail, then how many pounds of push against the piston will give a pull of 1,000 pounds tension on the link behind the tender?

Please solve the above and explain the method of solution in next number of *Magazine*.

Now, we will receive "Vulcan's benediction": "While we cannot help admiring the courage with which the doctor has attacked almost all the laws of mechanical philosophy, we fail to find that he has seriously wounded any of them, for his arguments were generally founded on wrong premises," etc. If so, you ought to have had an easy time to refute them, but so far you have only objected to some points, skipped others and referred some to intelligent firemen, others to well informed mechanics, but have refuted nothing yourself, by sound argument and logical reasoning; and referring to authors with whom I disagree on certain points don't help you unless you can explain what they say in a different light from what I see it. These things you have not done. Therefore I must claim that every point I have made still stands out in bold relief, and will be accepted by the thousand and only rejected by the tens, who are wedded to their old opinions, though convinced against their will, hold their old opinions still.

Here I will give "Vulcan" a little rest give him time to hunt up the answers to the various questions I have asked him, but in his haste has passed them by unnoticed. I presume he thought it good policy, the less said the better. Now, "Vulcan," when you get the answers all up in good shape *blow the whistle*, if you have steam enough.

Now, for a few moments I will pay my respects to Fred J. Hill, the only fair man of all my critics, for he alone is not ashamed to sign his name to what he has written; the I will turn my attention to the bushwhackers who are skulking behind an "incognito." Mr. Hill, in the *March Magazine*, says he was struck by L. A. Wilson's question, "How much steam is used in a 10"x16" engine?" It may be consoling for him to know that he is not the first man who has been struck by L. A. Wilson's questions, although the sometimes hit pretty hard, as the truth generally does. Yet he need not be astonished if he will do as I told him, lay down what said by the rule of common sense, and he will find it to fill the measure. The trouble with you all is you calculate you have the utmost possible amount of steam that can be made from all the water you take in your tanks and then claim you use and utilize it all in your engine, but Rankine says the efficiency of steam lies between the limit of $\frac{1}{100}$ and $\frac{1}{10}$ in ordinary cases (Rankine's Applied Mechanics, page 630). If it lies between those limits, let us take a mean between them, which is $\frac{1}{100}$. Now, take $\frac{1}{100}$

of what you claim and see how much more you have for efficiency (to produce effect) than I said you *might* have; get this impressed on your mind then you can look at steam, how it acts, and learn wisdom. Because you *think* a 12'x3' boiler can convert more than 10 barrels of water into efficient steam is no proof. "Uncle Silas" says Rankine does not teach what I quoted and that there is no need going back on Rankine. "Vacuum" says he will take the second horn and go back on Rankine. "When Doctors disagree students can do (think, believe) as they please."

Here I will call "U. S." to a halt. Get Rankine's Applied Mechanics, turn to page 630, and here you will find just what I quoted, whether Rankine teaches it or not. And as an "open confession is good for the soul," I will admit that I did not do Rankine justice in my last article, for I only quoted a part of what he said, which led to a wrong conclusion, but I will try and atone for it in this by making sufficient quotations to make his meaning comprehensible. Rankine is your ideal, "*Who more than any man living or dead stands out pre-eminently as THE man who has investigated all these laws:*" "*a profound investigator and reasoner, and did not jump at conclusions or even at theories.*" (Italics mine.) Now fur yure bennyfit I will cote sum more fax. Rankine says, "the duty of an engine is the work performed by a given quantity of fuel such as one pound." "The duty of a pound of coal varies in different classes of engines from about 100,000 to 1,900,000 foot pounds. These are extreme results as respects wastefulness on the one hand and economy on the other." "In good, ordinary engines the duty varies from 200,000 to 700,000. Our best engines are only yielding an efficiency of from about $\frac{1}{10}$ to $\frac{1}{5}$." "Furnace and boiler $\frac{1}{10}$." "Steam $\frac{1}{5}$." Again he says, "The efficiency of the steam lies between the limits of $\frac{1}{100}$ and $\frac{1}{5}$ in extreme cases, and $\frac{1}{100}$ and $\frac{1}{5}$ in ordinary cases." Pretty wide margins. Here Rankine investigates the fuel, furnace and boiler, steam, engine, and the efficiency of the steam, everything except the water and a match to light the fire. These you can have "ad libitum." Now I am sure Rankine won't object to a plain common sense interpretation of what he has written, even if all the "incogs" do. Then let us take the boiler and engine, or locomotive, or the machine ready for work, whatever you may call it, and here is the interpretation: Taking his average in good ordinary engines one pound of coal gives 450,000 f-o-o-t p-o-u-n-d-s of work. Of course this is to heat and boil the water to generate the steam. The product of the furnace and boiler is $\frac{1}{5}$ of what? Of the average 450,000 foot pounds of force from the coal. Then $450,000 \times \frac{1}{5} = 270,000$ foot pounds of force

from the boiler. And you get $\frac{1}{10}$ of this in steam. Hence $270,000 \times \frac{1}{10} = 54,000$ foot pounds of force in steam. Next step is to get the steam to the engine (or cylinder). And here he says, "The best engines only yield in efficiency about $\frac{1}{4}$ to $\frac{1}{5}$," let us take an average $\frac{1}{4}$, and $\frac{1}{4}$ of 54,000 is 6,000 foot pounds of work from the steam generated by one pound of coal. (Italics mine.) But the average efficiency of steam in extreme cases is $\frac{1}{100}$ and in ordinary cases $\frac{1}{100}$. You perceive the average of extreme cases and best engines are very close together, but for ordinary cases it is much lower.

Let us now make a common sense application of all this, and for this purpose we will take one of "Eccentric Strap's" engines where he burns 8 tons of coal in 100 miles run. He failed to give the time, therefore we say 8 hours, one ton of coal per hour or $33\frac{1}{3}$ pounds per minute. Now multiply the foot pounds of steam force obtained from one pound of coal by the number of pounds of coal burned in one minute, and you have the foot pounds of work for the steam for one minute; thus, $6,000 \times 33\frac{1}{3} = 200,000$ foot pounds of work. This reduced to horse power, Watt's standard, is $200,000 \div 33,000 = 6.06$ horsepower for steam. Do you want anything plainer or more simple? Yet I don't presume "U. S." can see it because it is so small, and he has his brains, coal, force, energy, momentum, speed, inertia and steam all mixed up together, and thinks it is all steam. He reminds me of the man who let his little finger ride his thumb too often; he thought everybody was mixed but himself. So with "U. S." He says I am not the first man he has seen all mixed up. It is but a fair inference to suppose that he looked into his mirror before he saw me.

Now, "U. S.," "fax am stubborn things," and you should not go back on your "profound investigator and reasoner," because "de fax" I have been writing lie almost parallel with Rankine; the only divergence is I said you *might* have a little more steam than he gives you. Therefore, when you knock me out, you knock out your "pre-eminent man, living or dead," and I will have better company than all the "incogs." Yes, I believe you with regard to the indicator. Indeed, I think it would show me some *very funny* things. I think it would be about as funny as a sleight-of-hand performer pulling a tape-worm out of your ear. And I hope the indicator makers will pardon me for truth's sake, if I knock out their business.

Now, "U. S.," if you know anybody that knows more about steam than Rankine (stick to the text, steam and nothing else) trot him out and let him place his "fax" where they will do the most good." For "fax am what I ar lookin' fur," but don't bring any more "incogs" into the ring for they are generally small potatoes, any way.

Now, "U. S.," how far apart do you think you can pull my theories, since they lie so nearly parallel with your greatest "investigator?" "Vulcan and most of you claim to make steam very much faster while running than when standing still. Now, "U. S.," I charge you with a practical, common sense demonstration of it. While standing make your fire, get your water boiling, and when the steam gauge shows ten pounds, then note the time carefully until the gauge shows 150 pounds steam pressure; after this point is settled then with ten pounds of steam take your locomotive on the road (in lead) keep such fire as you do while hauling a load, and note the time it takes to reach the 150 pound notch. This will practically demonstrate how fast you can make steam, with one locomotive at least. This experiment will not require an "indicator," and if you practically can make steam faster than I have said, I will allow you that much more for use, provided Rankine is willing. When you have clearly demonstrated this, report through the *Magazine*, for we will all be anxious to know the "fax."

Now, one or two problems and "U. S." can stand aside.

Take your 720 horse locomotive with its load—you may say how many tons in locomotive and load—and when you run 20 miles per hour, *what is the momentum of that train?* Don't get momentum mixed up with anything else, and give your solution that we may all understand it.

Next, what is the inertia of the train? Explain it as a factor in a moving train. Give the inertia pure and unadulterated. Please answer through the *Magazine* at your earliest convenience.

"Vacuum," Dr. Wilson's theory of horsepower relates to the steam more than to engines and locomotives. Look at it from that standpoint. Then in another article in the May *Magazine* he calls my attention to a rule, as he calls it, and says, "by it he can see that *if* (italics mine) it takes one minute to raise the steam pressure ten pounds, it will *not* take fifteen minutes to raise 150 pounds." I can't see any rule, he has appended a table of figures, etc. Neither this table of figures nor "Vacuum" says you can raise 10 pounds of steam pressure in one minute, but he says *if*, etc. Had he told us he could raise 10 pounds of steam pressure in one minute without an *if*, and that the first 10 pounds, then I would say you could raise to 150 in less than 15 minutes; and had he said without an *if*, that he could raise the last 10 pounds in the 150 in one minute, I would say he could not raise from one to 150 in fifteen minutes.

But if you can raise your steam pressure from 140 to 150 (which is my proposition) in one minute, then you can keep up a supply of 10 pounds per minute, provided you

do not let it fall much below 140. Next "Vacuum" lets himself out on good and bad roads to fire on. As I am not discussing roads, I pass this by. Then, for want of argument, he calls me a fool, and as fools are generally lacking in the upper story, it is a very plain reason why he signs himself "Vacuum." And the reason he gives for calling me a fool is, because he says I treat gravity as a minus quantity, or rather do not take it into account at all. I *confess* my ignorance. I was writing on the question of steam and did not know that gravity was steam. Please give me one of your rules for estimating horsepower of your locomotive where gravity is used as a factor in the estimate. If gravity helps pull the train, please give a rule for estimating how much for you can get from it. Then we will subtract that from the whole force of the locomotive and a part at least of the remainder you credit to steam. Please solve the problem of gravity and give the solution through the columns of the *Magazine*. It will be a profitable lesson for us all. Now, as you have volunteered into this fight, don't do like "Vacuum," pass this by in silence, or I will "eat you down."

Again, "Vacuum" says, "you are too fond of using such expressions as 'I say emphatically that it never has been done, or can't be done.'" I don't feel myself under any obligations to consult a "Vacuum" as to what expressions I shall use. And I do admit the correctness of the "dinagrap" if it shows the pull to be on the link behind the tender and that pull 16 ounces to 1 pound. Now he make up his train of 1,600 tons which he multiplied by 48, this he says gives or requires 50,400 pounds pull for starter, and shows quite a margin above 30,200 (so it is), which "you say they do have because the drivers would slip before that point is reached." Here he thinks a little sand will help him out. I can have all the sand on the sea shore if I will get it himself for what I care. He says I have not taken any special cases, but he has taken trains just as they are made up and pulled every day. The size or weight of trains that are hauled every day or any day I have never disputed, I know very large trains are hauled very often, for I have seen them moving along.

But here is the "Vacuum" in starting a train. Your cars all have draw-heads with spring attachments, then they are connected together with links several inches long, and when you start a heavy train, you put it in the slack, consequently the train is not started at the same moment.

Now, let us see how you do start a heavy train, and how much force it takes "dinagrap" measure and "Vulcan" philosophy. For illustration let us say the whole train of 35 cars are started with one turn of the

drive-wheels (but it takes nearer two), during this time the ports are open four times, twice on each cylinder; and let us start with one wrist pin perpendicularly over the axle, the other will be on a dead centre, here you *may* have the full force of one cylinder, with a full lever, and this is the greatest force you can have, and it may remain constant, as I have already proven. Now, we will divide the train into four sections, and say that one section is started with every quarter turn of the drive-wheel. Let the first section comprise the locomotive and eight cars, which we will say is 300 tons, then each of the other sections will contain nine cars of 270 tons. Now throw open your throttle, make one quarter turn and the first section is started, and requires $300 \times 48 = 14,400$ pounds pull, and this keeps going while the second section is starting, but being started only requires $300 \times 3 = 900$ pounds to keep it going, and the second section requires $270 \times 48 = 12,960$ pounds and the whole force to get this section started is, $12,960 + 900 = 13,860$ pounds of pull and in the third quarter turn of the wheel starts the third section which again requires 12,960 pounds, but the first two sections of 570 tons that are already in motion only require $570 \times 3 = 1,710$ pounds to keep them going, then the whole pull in the third quarter is $12,960 + 1,710 = 14,670$ pounds, and we have three-quarters of the load 840 tons started; and to keep this moving requires $840 \times 3 = 2,520$. Now we come to the last quarter of the turn of the wheel, also to the fourth and last section which requires a pull of 12,960 pounds and the whole force used at this point is $12,960 + 2,520 = 15,480$ pounds pull, the greatest force that is required to start the whole train. Quite a margin between that and 34,020, and now the whole force to carry it along at two and one-half miles per hour is 3,330 pounds. Now, take "Vulcan's" puny little ponies that can only pull 100 pounds and it won't take 34 of them to out-pull your big locomotive. If this is not correct the "dinagraph" and "Vulcan" are responsible, not I. But as the train moves off, *listen, hark*, how the poor, old locomotive grunts and groans to make a pull equal to 34 of "Vulcan's" 100 pound pulling ponies, and which horn will you take now?

Here is another problem for you: If your trains were rigidly fastened together without links or springs as though it was one continuous car on so many wheels, could you start it with your locomotive? Did you ever start such a load? Answer, or be called down.

"Vacuum" is not deep enough under conviction, for me to undertake to convert him to my views on horsepower or any thing else. Besides nature abhors a "Vacuum," so I shall wait until she fills him up with a little common sense.

AMOUNT
OF
COAL.

"Eccentric Strap" makes some very sensible remarks about the amount of coal used in running locomotives. As to the impossibility of running a full load freight train 150 miles with two and one-half tons of coal, I can't say; I made the statements as they were given me. And yet this and "E. S.'s" eight or nine tons to the 100 miles, are within Rankine's extremes 100,000 and 1,900,000, which is one to nineteen, and but little outside of good ordinary, 200,000 to 700,000, one to three and a half, my statement and "E. S." about one to five. And this difference may nearly all be in the quality of the coal. I asked some firemen on those roads I named, to tell me the amount of coal they used, I took the statements and used them, and I don't believe the gentlemen I asked would knowingly make a wrong statement.

I have long held the idea that steam had credit for much more than it deserved, or, in other words, that there was not near as much steam made and utilized as is claimed for it. This I believe I have demonstrated from a common sense stand point, by a logical train of reasoning. And in this present article I have quoted from Rankine, what he says on the whole subject from the fuel to the work, set the machine up (he left it scattered all around), put it to work, and by a fair and logical interpretation of what he says, show very clearly that the amount of steam that can be made and utilized is far less than I said it might be from a common sense stand point. Yet it is sufficient to keep the machinery of the world moving.

And when "Vulcan," "Uncle Silas" and "Vacuum" solve those problems I propounded, correctly, and report them, and try practically what I have asked, and report truly, it will not be necessary for me to offer any further argument, for I will be vindicated, and the truths I have taught will shine out as the noon-day sun. If they refuse to solve the problems and report they have given up the contest. It matters not what twaddle they may write, to kick up a dust to cover their retreat, I shall wait and watch to see that they answer correctly.

L. A. Wilson.

Russell, Kansas.

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DAGUS MINES, PA., May 8, 1890.

MR. EDITOR:—Hoping you will find space to insert a few questions, would like to ask the following:

1st. Does the valve admit steam to the cylinder as soon when cut off at half stroke, as when worked in full motion?

2d. Does the piston travel faster in the front end of the cylinder than it does in the back, if so please give the reason. Now I trust some of the readers will feel disposed to answer.

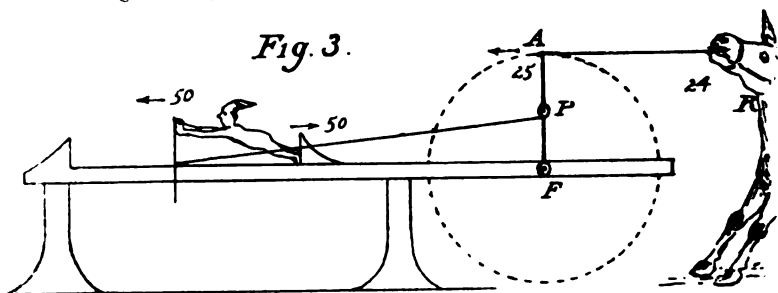
Jack.

The Imp Jacked Up.

MR. EDITOR:—The imp of the cylinder is experimenting with the "jacked up" problem. Stationary himself, he is trying to overcome resistance by means of a belt.

His lever in Fig. 3 is A, F and P, is at

the middle of it. His backward foot-push of 50 amounts to nothing as the jacks are immovable. His hand push of 50 has the *disadvantage* of leverage and counts 25 at A. Note that lever is third class, fulcrum at the center, and the *motive* power 25 again—bu

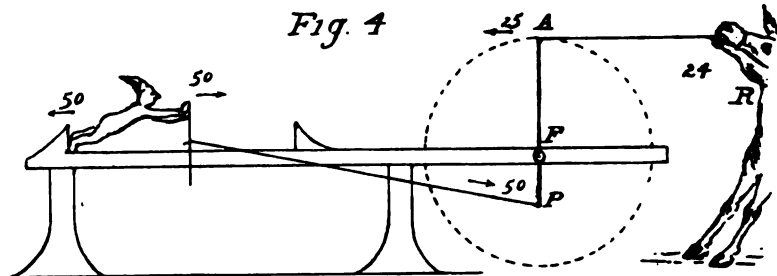


it is not loco-motion, for he stays in his place. Draw the dotted circle again for the jacked up driver or fly wheel.

Now in Fig. 4, without repeating the details, his lever is second class, but his balance of power from the inequality of its parts, is just the same, 25 to overcome resistance.

Be particular to note that in a "jacked up driver, or a fly wheel, no power is applied to the lever or wheel through the frame, but always at the pin. The frame in these cases is stationary, as the rail is in Fig. 1 and. The fulcrum is furnished by the stationary part.

But suppose R. and the Imp should!



stronger than the "Jacks." Then A would be the fulcrum and the belt would take the place of the rail, the resistance of the jacks would be overcome by the surplus of 25 at the pin, or in other words the engine is no longer stationary, but is a locomotive. The wheel is no longer a fly-wheel, but a driver with a rail on top, and every movement explained in figures 1 and 2 last month. This explanation covers all engines pulling themselves by a fixed cable or sprocket chain. Now do not quarrel with the Imp for showing so plainly the difference between a locomotive and a stationary engine. It is not his patent. He has good backing. Let me quote some of it from the *Magazine*.

In December, 1886, "Vulcan" says: "The engine ceases to be an engine and becomes a locomotive, a machine capable of moving from place to place." "They both develop power, but what a difference between a stationary engine which is confined to a limited space, and the locomotive which

flies away with the speed of the wind." the Imp is merely illustrating what "Vulcan" said three years ago, and proving that the real difference is in the location of the fulcrum. In an engine it is at centre. In a locomotive at circumference.

Amboy Division

VALPARAISO, IND., April 8, 1890

MR. EDITOR:—Will some of the mechanical contributors give me an answer to the following questions, viz:

If you have an engine having an 18 by 12 inch cylinder, five foot drivers with $\frac{1}{8}$ inch lead and $\frac{1}{4}$ inch lap and the best speed it could make was at the rate of 50 revolutions per minute, what can be done to make it turn at the rate of 51 or 52 revolutions per minute?

There is quite an argument about this. Some say give her more lead and some say give her less lead. I would like to have the correct answer.

M. J. H.

Evolution of the Locomotive.

In 1884 George DeHaven, Esq., then the General Advertising Agent of the Pennsylvania Railroad Company, at Philadelphia, had prepared an illustrated pamphlet of thirty-six pages. This matter and the illustrations were completed, a few proofs were taken but as a work for the purposes for which it was prepared it was never issued. From page four I quote. The matter in italics is inserted by the writer in the proper order of dates. This book was entitled "*Crossing the Alleghenies in 1784-1884.*"

It is a fact, however, that the Alleghenies are there, have been for some time, and until one hundred years ago, were a hard road to travel. And these few pages are for the purpose of illustrating in a condensed manner how the crossing has been reduced from a laborious undertaking to an easy, comfortable, and enjoyable ride by rail.

As the progress of the capture of steam and its utilization for locomotion may not be uninteresting in this connection, a few items are given. In 1571 Jerome Carden published a work mentioning the useful application of the expansive power of steam.

1602 to 1649 wooden tracks were used at the coal mines in England.

1656 Marquis of Worcester experimented on steam engine for elevating water at Vauxhall.

1680 *Sir Isaac Newton's steam carriage.*

1680 Pepin (the alleged inventor of the safety valve) made similar experiments as those of the Marquis of Worcester in 1656.

1710 Newcomen & Cowley constructed an engine.

1718 Savary, a Cornish miner, constructed a steam engine to pump water from a mine.

1763 Cugnot, a Frenchman, constructed a model of a steam engine which he exhibited to the Marquis de Saxe.

1770 Cugnot's steam carriage.

1770 James Watt succeeded in bringing it (the steam engine) to something like perfection.

1784 Cugnot patented the locomotive engine.

1784 Murdock, Cugnot's assistant, made a working model locomotive, which is now in the patent museum at South Kensington, London.

1784 Wm. Symington (English) conceived the idea of propelling land carriages by steam.

1786 Wm. Symington completed a model of same.

1786 Mr. Murdock made a high pressure engine which was successfully used for propelling vehicles with three wheels on a common road.

1786 Oliver Evans applied to the Pennsylvania Legislature for a steam carriage.

1786 Thomas Allen suggested a plan for conveying goods without the aid of horses by means of a vehicle with cogged wheels running upon cogged rails.

1789 *Darwin wrote in the "Botanical Garden" "Soon shall thy arm, unconquered steam afar, draw the slow barge, or drive the rapid car."*

1790 *Red's steam carriage.*

1795 John Fitch conceived the idea of a railroad car, embracing all the essential requisites of the modern railway car, with a flange on the rim, just as we have it now, for keeping the wheel on the track. The model was found after his death.

1798 Apollus Kinsley, of Hartford, Conn., made and propelled a steam engine through the streets of that city.

1802 *Richard Trevethick's locomotive. Trevethick was a pupil of Murdock, (1784), and Murdock an assistant to Cugnot, (1770.)*

1804 Richard Trevethick, foreman of a tin mine in Cornwall, constructed a locomotive. On its trial it drew after it on the Merthyr Tydail railroad, in Wales, several wagons loaded with ten tons of bar iron at the rate of five miles an hour. The stack was built of bricks, the same as an ordinary chimney, and perched on a high wooden frame work. The cylinder was upright, the piston working downward, and every revolution of the wheels produced a jerking motion and clanging noise.

1811 *Benkingsop's locomotive spur wheel and rack-rail. See illustration Locomotive Engineers' Journal, May, 1890, pages 375 and 376.*

1812, *Blackett made a series of experiments which proved that the expedient of the rack-rail was unnecessary.*

1812-13 Col. John Stevens, a locomotive.

1813 Mr. Brunton, of Derbyshire, constructed a curious machine, in which the steam power was applied to two legs extended, behind which by grooved ends took firm hold upon the ground.

L. Elbert Watkins, Esq., Engineer of Property to the Smithsonian Institute, Washington, D. C., has old engravings showing this appliance of Mr. Brunton.

1813. William Healy's "Puffing Billy" was used at Wylam collieries, Newcastle-on-Tyne. It was what was called a "Grasshopper" engine, and was worked continuously until 1862. See *Locomotive Engineers' Journal*, May, 1890, page 376.

1814 George Stephenson built one locomotive after another, improving on each until he constructed the "Rocket," which took a premium of £500 offered by the Liverpool and Manchester Railroad Company, 1829. See *Locomotive Engineers' Journal*, May, 1890, page 376.

1829 Francis and E. M. Shields built the "Western Star."

1829, Peter Cooper made experiments with a small engine called "Tom Thumb," in Baltimore.

1829, Foster, Rastrick & Co., England, built the "Stourbridge Lion." It made its first trip between Hinsdale and Carbondale, Pa.

1830 E. L. Miller built the "Best Friend," which made its first trip on the South Carolina Railroad, in November of that year.

1831, *The Camden & Amboy Railroad Company imported the "John Bull."* This locomotive was at the Chicago Exposition, 1883, and under steam. She is now the property of the Smithsonian Institute, having been presented to it by the Pennsylvania Railroad.

1831, The American Steam Carriage Company made a trial of their first engine (weight three and a half tons) over the New Castle and Frenchtown Railroad.

1831, Mathew Baldwin completed the "Old Ironsides," which made its first trip on the Germantown and Norristown railroad.

Further progress in the perfection, thus far attained, of the locomotive, may, no doubt, be had of the Baldwin Locomotive works, which up to May 1st, 1884, had completed their 7,280th engine.

William E. Lockwood.

Reply to May Questions.

MR. EDITOR:—"Vulcan" says: "Will 'A. D.' kindly explain what leverage he gets when the pin is at the circumference of the 4-foot driver?" etc. "Vulcan" has evidently missed this sentence, in the article on page 304 to which he refers: "Changing the pin * * * clear out to the tire if you wish, you will see that the Imp has the same surplus for a forward movement in Fig. 1 as in 2." If "Vulcan" will turn to page 304, and imagine the pin to be at the tire in both Fig. 1 and Fig. 2, I will amplify thus: In Fig. 1 his forward or hand push has the advantage of leverage and he counts it as 100, as it is twice as far from the fulcrum as the center, where he is pushing 50 with his feet; that leaves him a balance of 50 in favor of a forward movement. In Fig. 2 his forward or foot push is direct against R and he counts it as 50; his backward hand push is against the rail at fulcrum, and he counts it nothing. This leaves him the same balance of 50 in favor of a forward movement. Again "Vulcan" asks me how I figure the leverage when the pin is on "an extended crank," that is beyond the tire. If he will turn to page 304 and locate P in Fig. 1 a radius above where it is, and P in Fig. 2 a radius below where it is, that is the crank pin the same distance outside the tire that it is now inside, I will say: In Fig. 1 his forward push has the advantage of leverage and he counts it 125, giving him a balance of 75 in favor of a forward movement. In Fig. 2 his foot push forward is 50 against R, and his backward hand push, on opposite side of fulcrum but with short end of lever, counts as 25 forward at C, thus leaving him 75 in favor of forward movement. I thank "Vulcan" for his courteous inquiry, and I hope he sees I do not have to "make a change in tactics." "Only give

the Imp a chance, study his experiment carefully, and just as surely as he moves that mule, etc."

I wish to be courteous to "Eccentric Strap," but he should either be more careful in the use of terms, or more candid in correcting them. How can I reach a man who says, "the bottom" of "a driver" is "not a part" but "merely the place"? In August, 1888, "Ash Hoe" said, speaking of a wheel moving on a track, "the bottom remains stationary for a moment." In December, 1888, "E. C." quoted "Ash Hoe" and said, "Now, all this is dead wrong, in fact the veriest folly," and now he challenges "A. D." to produce one sentence to justify a reference made to that article. I can not pursue that matter further. I apologize to "E. C." as the shortest way out.

"Elder" asks "why the spokes are shown on the bottom of the little wheel which must move several times faster than the larger one?" The answer would be that the bottom of the little wheel being at rest would not be moving at all.

Amboy Division.

LONG PINE, NEBRASKA, May 6, 1890.

MR. EDITOR:—1. In answer to "L. L. C." in April Magazine, p. 303, I would say that lead is the opening a valve has when the engine is on either center; the advantage derived from it is, that it forms a steam cushion which reduces the jar and shock that would otherwise result from the sudden change in motion, and it also helps the engine on the return stroke by having the space in front of piston filled with steam as soon as the piston reverses its motion.

2. As locomotives and other engines are now built and proportioned for lead, if none were given the valve it would cause an engine to pound and ride hard, more especially at high speed, there being no steam cushion in end of cylinder to receive the momentum of the rapidly revolving machinery.

3. Valve will stand open the amount of lead it has.

4. Piston will stand back of center in cylinder, caused by the angularity of the main rod.

In answer to "J. L. S.," April Magazine, p. 304, I do not see as any change would be necessary except in having new valve proportioned to steam ports for the smaller cylinder.

"L. A. Wilson" in April Magazine, p. 308: In comparing the coal mileage made by firemen on L. R. & Ft. S. and M. & L. Railways, he does not state if the M. & L. engines pull the same number of cars, and use the same quality of coal as that furnished the L. R. & Ft. S. engines, and also fails to state the number of stops trains on each road have to make; difference in speed is

nearly four miles greater, per hour, on M. & L.

I think that he must be writing more from theory than practice, as he would certainly know, if he had the practical experience that there is a vast difference in the amount of work a fireman has to do on a 14"x24" engine pulling the same train and making four miles per hour greater time, than when on a 16"x22" engine. He also says that to "burn half ton of coal per hour gives a fireman but little time to ring the bell and wipe the sweat off his face." Here on the F. E. & M. V. Railway, Middle Division, between Norfolk and Long Pine, 133 miles, passenger engine, 17"x24", number of cars pulled seven, no hills to climb, time used five hours, mileage to ton of coal used thirty miles. On freight 17"x24", engines time on the average, eleven hours, average to ton of coal used twenty-two miles, twelve and thirteen tons of coal for a trip is no unusual thing, and still we find time to ring the bell and not only wipe our faces but wash them as well.

Very probably if "L. A. W." had ever had any experience as a fireman he would not be quite so ready to say as he does, "That he thinks the discrepancy between mileage made to coal on M. & L. and L. R. & Ft. S. engines is due to the fact that the M. & L. firemen have not had their attention called to the amount of coal they use." As a general rule firemen with but very few exceptions do the very best they can under the circumstances, they would certainly be very foolish to shovel any more coal than was actually needed, as "L. A. W." would seem to imply that they were doing. Would like to hear from some of the firemen on the L. R. & Ft. S. and M. & L. in regard to this.

At various times there have been articles in the *Magazine* regarding the nosing around or wee-wabing of the engine on the track, but do not remember as I ever saw any explanation given as to the cause of it. Nearly all the engines here are troubled in that way and have found by actual experience that it is mostly caused by the unequal cutting off of steam, the reason for which seems very plain to me, as it is certain that if the right side is cutting off the strongest it has a tendency when that side is exerting its full power to pull the front of the engine to the right, when the left cylinder takes up the work, the engine being released from the strain will certainly spring back to its center line of motion, and beyond being helped to do so by the left cylinder. Hope some of the more able writers will give their opinion as to my theory. Am always much interested in the Mechanical Department, especially the articles from "E. C." As this is my first attempt will stop for this time.

F. E. & M. V.

KANSAS CITY, MISSOURI, April 4, 1890.

MR. EDITOR:—Having noticed several articles in the Mechanical Department about locomotive driving wheels slipping without the use of steam, I will venture to express my thoughts on the subject. If this is a fact and the cause can be ascertained, there is a good chance for some one to get up an invention for locomotives to run without the use of steam. As I have had quite a number of years experience, I am unable to believe that such is the case. It is hard to slip driving wheels while running at a high rate of speed even with a full head of steam; what should cause them to slip without the use of steam? I have seen them slip, but not the way "W. L." explains. My experience is with a track where grass and weeds were so high that the engine would be going at the rate of thirty miles per hour, and the drivers would almost be at a stand still. This was caused by an extremely bad rail, but the drivers slipping at the rate of fifty miles per hour and the engine only going thirty miles per hour is to my opinion an impossibility. One might imagine the drivers are slipping when they are not. I would not believe my own eyes on such an impossibility. There is only one way to prove this, and that is by an indicator being attached to the driving journal.

Yours truly,

Balance Valve.

MR. EDITOR:—Reading some of the questions asked in the Mechanical Department of April number, and never having written to you before, I am prompted to submit to the readers a few of the problems over which I have been puzzling lately, and do not want it thought that I copy them from a book or paper, for they simply arise while comparing the relation one part bears to another.

1st. How can it be told when one side of an engine is working against the other?

2nd. Would the lengthening of an eccentric rod have the same effect on the exhaust as the lengthening of a valve rod? If not, what makes the difference?

3d. If an eccentric should slip an inch back from its true position on the shaft, what different effect would it have on the distribution of the steam than if it had slipped an inch forward?

4th. If main crankpin was on the dead center on left side, where would you place the reverse lever in order to put the valve on the center of the seat on the right side, and where for the left side?

5th. On starting an engine with left main crankpin on lower quarter, and lever thrown full forward, in what direction would each piston and each valve start to travel, and at the start which port would

each valve have open and about how wide? Name the position of the eccentrics.

6th. If steam issued from forward and back cylinder-cocks, after crankpin had passed dead center, what would it indicate was wrong?

7th. If steam issued from back cylinder-cock too late what would it indicate was wrong?

8th. If the lap on a valve was increased would it cause an increase or decrease of lead opening when the lever was hooked near the center?

9th. When an engine is equipped with relief valves on the steam-chest does the cylinder get air tight from the same source, when running ahead in the back motion as when in the forward motion?

Would like to hear a few questions on the "Westinghouse Air Brake," which I find a very interesting study.

Carboy.

NEVADA, MISSOURI, May 7, 1890.

MR. EDITOR: As my name has not yet appeared in the columns of the *Magazine* I will peep forth through the columns of the Mechanical Department, and answer the question asked by "J. L. S.," page 304, April number, to the best of my knowledge, and if I am wrong, I hope some one will promptly correct me.

The question is: "If you have an engine having 19 by 22 inch cylinders and you wish to change to 18 by 22 inch cylinders, what change will have to be made in the engine?" All that is necessary is to bush them with a bushing one-half inch thick which will make them 18 by 22 inches. Changing the diameter of your cylinder will not have any effect on the rods or wheels. But on the other hand if you were to change the stroke of your engine from 19 by 22 to 19 by 24 inches then the crank-pins would have to be set one inch farther from the centre of the wheels and you would have to get new cylinders two inches longer, or if you wish to shorten the length of the stroke the crank-pins would have to be set nearer the centre of the wheels and the cylinders would have to be shorter.

R. L. G.

LYNDONVILLE, VT., May 8, 1890.

MR. EDITOR: I notice in May *Magazine* correspondence in regard to engines slipping on a down grade when not working steam. An engine on this division was reported for this same trouble; the engineer gave his reasons, which proved true, that the back journal was sprung caused by slipping and catching quick; this idea was laughed at by officials. Another man was put on to run her. She slipped just the same; she was taken to the shops and it was found that she was out of tram and by turning the journal and giving her new pins, she was again ready for the road. The

new pins would not have been necessary if she had been taken in when when first reported.

Fraternally yours,

Henry Wright.

Expired Railway Patents.

The following list of railway patents, furnished by F. B. Brock, Patent Attorney Washington, D. C., expired during the month of April, 1890, and are now free to be used by anyone, viz.:

Loading and unloading baggage and freight cars. O. C. Brown.

Safety platform. H. E. Marchand.

Unloading flat cars. G. S. Caldwell.

Crossing gate. J. B. Powell.

Speed regulator. G. W. Parker.

Car seat. R. J. La Mothe.

Railroad frog. W. B. Atkinson.

Switch. J. R. Adams.

Brake for coal cars. D. Wetzel.

Railway scale platform. C. C. Warren.

Watering column for tanks. J. N. Pouze.

Car axle. R. N. Allen.

Dumping car. T. Bootsman.

Electric signal. Digney, Lartigue and Forest.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents, by applying to Mr. Brock whose address is as given above.

Helps to the Study of the Locomotive.

During the past month the literature of the country has been enriched by the appearance, from the press of Messrs. John Wiley & Sons, of New York City of the new and revised edition of our friend Anglin's well known book on "Locomotive Running and Management," and as Mr. Sinclair has "passed through the mill" himself, he knows what he is writing about, and is without endowed with the faculty of plain speech by which he is able to make his meaning clear to the most obtuse intellect. I can and do therefore unhesitatingly endorse the book as the best and most practical treatise on the subject, as it is the result of years of careful observation, while at work with and among locomotives as fireman, engineer and round-house foreman. The book can be obtained direct from the publisher or from Bro. Wm. Weiler, of Port Morris, N. J., mail prepaid at the publisher's price of \$2.

Bro. Weiler has also prepared a model of the locomotive link motion, by means of which the position of the piston, the link, the valve and the eccentric can be watched and determined at every point of the stroke. Any one who thoroughly understands the model will find no difficulty in comprehending the same parts on a larger scale. The model is a modified form of the engine model illustrated on page 490, July *Magazine* for 1888, having been specially altered to embrace the shifting link of our ordinary practice and is neatly made of brass of a convenient size to handle and examine. The model will be sent free of all express charges to any point east of the Mississippi for the sum of \$4, a copy of Sinclair's and a model for \$5. The members of any Lodge who will get up a club of 15 subscribers for the book and send it with the regular price (\$2 each) will receive a model, and have the whole delivered to their express office, free of charge.

Bro. Weiler has also such facilities as enable him to furnish drawing instruments at very moderate prices and has already sent a number of sets to different parts of the country and all have given satisfaction. There is a wide range in the price, but a good set can be had from \$2.50 to \$4.00, but of course the price can be increased to any amount set at the figures given will, however, be found amply sufficient for ordinary use.

Our readers will do well to correspond with Bro. Weiler if they want further information, or desire to get any of these articles. Bro. Weiler's full address is Wm. Weiler, Box 25, Port Morris, N. J.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

WITH OUR CORRESPONDENTS.

Church in the morning, dinner with a friend, a lady physician, and immediately after her carriage came to the door to take her on a round of professional visits and I hurried home to confront a desk piled with work. Such is life with business women, a glimpse of social pleasure now and then but always preceded and followed by extra labor and later hours that no time may be lost. Such an existence has its drawbacks and its compensations, but it is not the intention to discuss them now.

My work this afternoon has had its aesthetic side, for I have been sitting by a low south window, shaded by a blooming crab apple tree whose fragrance is wafted into the room by every flitting zephyr. The catbirds and robins are building their nests with a calm disdain of a flock of noisy, scolding sparrows and an ignorance of a big Maltese, who is watching their movements with a greedy look that bodes no good. The blue sky bends down over a beautiful world to-day, clad in robes of soft and tender green and decked with a wealth of pink and white blossoms. There is nothing to recall the sleet and snow of winter, when we wondered if the sunshine would ever come again, nothing to suggest the scorching heat that will wither and blast the delicate verdure in a few short months. Only the dewy freshness of early spring, the world's Easter festival that puts hope and brightness into every heart and makes life seem very sweet and desirable.

Drinking in its beauty and enjoying every moment of it, I have opened the drawer of my desk that is sacred to the *Magazine* and taken therefrom fifty letters for the Woman's Department, received during the month of April! While I have been reading these letters and preparing them for the publisher, my fancy has wandered, as it always does, to the many different homes from which these missives came. When I take out the pin which frequently holds the sheets together and stick it woman-fashion in my dress, I

wonder how the writer looked and what she thought as she fastened the pages upon which she had transcribed her thoughts and feelings. In my mind's eye I can picture these homes, most of them, I should judge, modest but comfortable, bright, cheerful and filled with the spirit of contentment. It has been a source of great pleasure to me and I am sure to our thousands of readers to notice the sweet and womanly feeling that pervades most of these letters. There is occasionally one that shows the writer to be unhappily married and longing for relief. Such cases awaken our deepest sympathies and we long to extend help and consolation, but in these matters we cannot go to our friends with offers of assistance as we can in all other kinds of sorrow and distress. There is a sacredness about domestic troubles upon which even the closest friends cannot intrude, but each woman must be left to bear them as best she may, sustained only by the consciousness that in spirit her friends are extending to her a full measure of sympathy and appreciation.

But most of our letters are bright and cheery and breathe an atmosphere of home life that is very lovely and acceptable. They present pictures of busy, careful housewives, sending their husbands away with a bountiful lunch pail and an affectionate good by; looking well to the ways of their household and children; snatching a bit of recreation now and then; indulging their ambition occasionally to revel in fancy work or read a good book or write a letter to the *Magazine*; through all the day's cares and pleasures a shadow of anxiety for the husband and father flying down the long track; and the daily prayer of thanksgiving at his safe return. Such is the simple story that has been told by these letters all the years that they have been coming to the *Magazine*. Some of the writers seem like old acquaintances and there is always a warm welcome for a new friend. Many of the letters are very meritorious, some of them show much undeveloped talent, about others is a dash and spirit, a disposition to speak one's mind in emphatic language, a spice of independence that are very refreshing. There is no doubt but that this interchange of ideas, this mental attrition is beneficial to all. It opens new lines of thought, it lifts both writers and readers out of the monotony of the daily routine of life and affords a bond of sympathy among the thousands of families of the great Brotherhood that could never be formed in any other manner. There is certainly a mutual appreciation of what has been done by all who have in any way contributed to the interest and success of the Woman's Department, and we trust the same cordial and pleasant relations that have distinguished the past may continue undisturbed.

A PERUSAL of this month's *Magazine* will perhaps suggest to our readers why we published the letter of "Kicker" in the April *Magazine*. It was worth the space we gave it when it is considered that in the brief space of one month it called out fifty replies heartily approving the Woman's Department and expressing the utmost confidence and esteem for Mr. Debs. Only one solitary letter was received indorsing the sentiments of "Kicker." That was from some man in Ellis, Kansas, who had not the courage to sign his name and so it went under the table. We shall omit all miscellany in order to make room for these letters. They cover the ground so fully there seems nothing to be added. Unfortunately a freak like "Kicker" does occasionally manage to flourish but the species is rare and we will hope that in time it may cease to exist. We commend our lady correspondents for their spirited answers and we thank the gentlemen for their manly and courageous indorsement of the Woman's Department and its best and strongest friend, Eugene V. Debs.

On page 447 of the May *Magazine* will be found the "Brotherhood's" reply to "The Stevens Point Kicker." It speaks for itself and could not be improved by comment. It strikes us that "Kicker" has been most thoroughly kicked.

A LETTER addressed to Mr. Geo. D. Ballard, Pavonia Station, Jersey City, N. J., has been returned unopened. The writer would like his address.

COLUMBUS, O., April 12 1890.

Editor Woman's Department:

Mr. "Kicker" I read your letter in this month's number and appreciated it very much. You are afraid the *Magazine* will spoil your wife. Aint you afraid it will hurt your morals. Well, you have none to hurt. Your money you spend on other women, while your wife is a slave at home. You are worse than a thief, for they will take nothing more than valuables, while you steal a woman's heart then trample it under your feet, and say she is not your equal. Was your mother your equal? She surely worked hard to raise you. Did she teach you the lesson you now practice? According to your letter, women's rights are to remain at home always and if we talk at all it must be about our neighbors. I can't find anything to say about mine.

And you are going to work against Mr. Debs at the next convention? I am afraid you will hurt him. Your talk won't have as much effect as a bee-sting. I hope the Brotherhood hasn't the misfortune to have many members like you, for you are not only a disgrace to the Order, but a disgrace to humanity, and I am very sorry to know that any woman has to live with such a brute. You say the women that belong to societies "would make a dog laugh," that you "have often laughed." Girls should be very careful when picking a husband not to mistake a dog for a man for there are a great many at large.

My husband indorses every word I say, and says he would like to touch the rope that would hang you to the first lamp post. Why didn't you give your real name? Were you afraid that the people would play "white cap" on you at Steven's Point?

Well I will close for this time, with best wishes for the Brotherhood in general.

Allona J. L.

MILLERVILLE, CAL., April 15, 1890.

Editor Woman's Department:

Please, may I step in? Thanks, I don't wish a seat, prefer standing; for I've come to kick. Yes, I think I have the necessary requirements in size: have a good sized under-standing, tip the beam at one hundred and forty-seven, and it requires five feet eight inches of the tape to measure my height; and, now please show me the one who writes under the nom de plume of "Kicker," and I'll perform that arduous task of introducing my *pedis* to him, regardless of all formality or ceremony.

I'm no fireman's wife or locomotive engineer's wife, as my husband gave up his position on the U. P. five years ago, and returned to California, to wed "the girl he left behind;" and as she was a real estate owner, he has been engaged in farming since, but runs a field engine every summer.

My husband is not in favor of abolishing the Woman's Department, by any means, and I notice he turns invariably to that Department first. He advocates woman's rights, considerably, and says: "He considers his wife his equal, as any sane man should, and that Mr. Debs should pick 'Kicker' as pieces in one of those sweet, scorching little notes of his, and that he needn't fear his kick in the Convention, for his bark is worse than his bite."

Kicker says "women shouldn't flirt, but men can enjoy that privilege." It is a poor rule that doesn't work both ways, and if the women don't flirt, who would the men have to flirt with. I presume with another man and that would make a dog laugh. Please don't think I'm a flirter, for I detest such either in man or woman. And here let me narrate a little incident. A gentleman friend of mine attended a masquerade ball and being small in stature and a trim figure disguised as a lady; he was offered two dollars and a half for a kiss by a married man, but the disguised lady replied, "That she would accept after they unmasked," but lo! and behold he wouldn't accept the kiss then, free gratis, but was willing to pay the two and a half, if he would not tell his wife. That showed his little qualities.

Can such sentiments as "Kicker" sets forth issue from a man's heart? No, consequently he has only force pump for that organ and I'll venture to say he is devoid of brains, that his cranium is filled with a conglomerated mass of vanity, pomp, self conceit and braggadocio, highly flavored with the essence of musk; and what a fit subject he would be for the medical students to examine.

He places woman lower than Austin Corbin does his slaves. He attributes the Johnstown disaster to woman's ruling, but, sir, if she had been the possessor of the Conemaugh dam, there wouldn't have been any flood.

Managing husbands is a subject that cannot be exhausted and many of us will fail to do the subject justice. Love, kindness and esteem go a long way towards soothing and healing the tired body, the weary brain and the discouraged heart of the one we have taken "for better or worse." I often consult my husband about the household department for his wish is mine, and he often does the same about outside affairs for each strives to please the other. Hark! I hear "Kicker" remark: "That poor deluded fool is tied to his wife's apron string. Fals sir, "Kicker" says, "my wife," but means my slave how utterly ridiculous for one to make those words synonymous.

I feel justified in kicking such an insignificant piece of humanity, for our beloved Editor has kindly lent him to us for a foot ball; and I should wonder, but she has made a sad mistake and will be the accessory of murder, for by the time he receives all the kicks from the sisters and as many from the men, his slave will not recognize in him her "Love and master," for his body will be ready for his grave or cremation.

Should "Kicker" have the audacity to send his name into any lodge, club or society now, and his identification be known, many would be barred from casting a vote simply for the want of black balls or cubes.

I'd advise him to see that the April number was sent to the round house and guard it as he would caged hyena, for I feel tempted to tear his letter out

and burn it in effigy: but as my husband prizes his *Magazines* so highly, and preserves every one, I'll have to resist such wicked temptation, but I've inclosed his letter in a frame of pencil hieroglyphics, for I feel that such can't be on a pure white page.

I am one, who likes to be independent of my husband's pocket book and esteems it quite an honor to be called on, when another horse is to be purchased or some other live stock or vehicle. Though I fail to give "Kicker" the "tongue lashing," he deserves, if he will step into school room I'll soon settle his "hash," for I can wield the rod, but not the broom only as it should be used; so you will readily see that my vocation is training the young generation the way to shoot. I was a "school ma'am" before married and have been in the school room from six to eight months every year since the minister "united two hearts as one."

Now listen to that impudent fellow again saying, "I'm supporting my husband." I reiterate, false again, sir. We both work and are not ashamed to own it, and furthermore I can make a decent batch of bread, make a calico dress I'm not ashamed to wear, and even make the soap to wash it with.

If I have degraded myself in the eyes of the sisters or lost their esteem, by my honest confessions (for honest confessions are good for the soul) I beg of them to be lenient with me and pass me by silently, but not with utter contempt, because I was raised to work, and still cling to my early training and advocate work for man or woman.

But I must close, for I see the editor glancing towards the waste basket, so I'll take the hint feeling that I've already laid myself liable to a *scorcher*.

I hope to come again, but not with such hostility.
E. E. S.

[We should say that it is the June *Magazine* "Kicker" would want to take to the round house, or somewhere so that his wife might not see it; although the reading of the replies to "Kicker" would perhaps be the only pleasure the poor woman has had for many a day. Let us hear from our correspondent again.—Ed.]

YOUNGSTOWN, OHIO, April 3, 1890.

Editor Woman's Department:

I have been trying to get my thoughts together for some time to express my views on managing a husband.

As I have just read "Kicker's" letter in the April number, it seems as if I could not write fast enough. I wonder if "Kicker" loved his wife before marriage? If he did not think her his equal, why, in the name of goodness, did he drag her down to his level? If she was good enough to marry, she is still good enough to be treated as a *white* woman at least. I can imagine her, a poor, broken down woman, with the care of numerous children, and no sympathy or help from him who promised at God's altar to love, honor and protect. How can he have the heart to flirt with other women with that vow registered in Heaven?

My husband and I have had some arguments on the woman's rights question. He thinks they ought to vote, while I cannot see it in that way, for I think that "the hand that rocks the cradle rules the world." But when I hear such men as "Kicker" express their views, then I would like to vote him a public whipping.

If he can find pleasure and rest in other women's company, how much more ought he to find it in the company of her who has borne so much for him. She is the one that needs some recreation; but I suppose "Kicker" imagines his wife has no "back," "brains" or "nerves," and that she is sometimes driven to the verge of despair, and she thinks her mind will give way under her trials, I suppose never enters his head. His poor self takes all his time and attention. I can sincerely thank God for a loving husband, who thinks I am his equal in all things, and treats me as such. In my eight years of married life, I have not had occasion to manage my husband. But please do not think that I consider him perfect—we all have our faults; "there is none perfect"—no.

not one." But we have so much love and respect for each other that we can bear with one another's infirmities.

Mahoning Lodge is on the right track, and doing nicely. Wishing abundant success to our beloved *Magazine*. I am yours,
Buckeye.

[Rev. Annie Shaw says if children always stayed in the cradle it would be well enough to use the argument referred to in this letter, but when they get out into the world the mother's hand should have some power to remove the temptations from their path.—Ed.]

COLUMBUS, OHIO, May 2, 1890.

Editor Woman's Department:

I have been a constant reader of your valuable *Magazine* from infancy. The fireman who brought it to our home first has long since crossed over to the right side of the engine, and grown fat. I often look for something from No. 9. I think I have only seen two short letters in all the time I have been reading the book. I don't know why; there is plenty of good material here, and it should be in use, and I don't know any better employment for a few leisure hours for railroaders' mothers, wives, sisters and daughters. No. 9 are all number one boys, and in a flourishing condition. Just now they are preparing for a ball in the near future. We have a railroad meeting every Sabbath afternoon at 4 o'clock, at the Railroad Chapel, Union Depot. When no one else is there to talk or lead the meeting, Bro. Wagner leads with ease and great pleasure. He never gets left, and is never at a loss what to say to them. There are many railroad men who attend with families. Everybody is welcome, and they have very happy meetings. We also have railroad meeting once a week, at some railroader's home. Will you tell me if there is a lodge for ladies in Columbus, Ohio? I have never heard of one. I will bid you adieu, wishing the *Magazine* long life. I remain yours,
Engineer's Sister.

[Will some one give the desired information?—Ed.]

SALIDA, CHAFFEE Co., Colorado, April 17, 1890.

Editor Woman's Department:

For nearly two years past I have been an interested reader of your *Magazine*, and I have never seen an article from any resident of Salida, am prompted to write in the interest of Mount Ouray Lodge, No. 140, of which Lodge my brother is a member. I am blessed with seven brothers and three sisters, the youngest boy, one of the rank of noble men, who risks his health and life on the rail. Until coming to Salida, about two years since, in order to be with my brother, my acquaintance with men employed on the railroad was very limited, but my interest in them and sympathy for them has become thoroughly aroused. You, better than most persons, know the noble, sacrificing character most of them possess, especially the engineers, who seem to be exposed to the greater dangers and whose responsibility can not be estimated.

Possibly you have readers who know but little of our glorious State of Centennial birth, and it may be of interest to hear something from one living among the grandeurs of the Rocky Mountains. Words can but feebly express the sublimity of many parts of the State.

Within a radius of fifty miles of Salida the variety of scenery is wonderful. The peaks of lofty mountains, manny capped with perpetual snow, always in view. The "Grand Cañon of the Arkansas," seven miles long, with its perpendicular heights of granite from 2,000 to 2,627 feet above the banks of the river, lies just this side of Cañon City, about forty miles nearer the mouth of the river than does Salida. The "Royal Gorge" marks the narrowest part of the cañon, over which is built an iron suspension bridge. The celebrated "Marshall Pass," reached by way of "Poncha Pass," only a few miles away, to

me seems to afford one of the most wonderful examples of engineering skill in the way of railroad construction. The D. & R. G. winds like a serpent, from base to summit, over what would seem unsurmountable barriers of nature, to an altitude of 10,856 feet above sea level. The scenery from Salida to the summit of the Pass attains that of sublimity in the superlative degree.

As the altitude grows greater the view is less obstructed and the observer sees the most perfect of Sierras, the snow-crowned spires of the Sangre de Cristo Range, Grand old Mt. Ouray, in honor of which Salida Lodge, No. 140, received its name, stands like a rigid sentinel over the awful silence beneath. Four lines of road are to be seen at once, and the tourist can scarcely comprehend the truth that he has but a short time since passed over the line of rails below. The atmosphere becomes so rare as the gradual ascent is made, that many persons suffer difficulty in respiration, and feel a sense of relief as the descent of the western slope is made. As I have never been farther west than the little town of Sargent, at the base of the western slope, can say nothing of scenery beyond from personal observation, but it has been said the Black Cañon of the Gunnison River, between Gunnison City and Grand Junction, affords the most awe inspiring scenery on the D. & R. G. line. The cañon receives its name from the shades of darkness in which it is enfolded. Its length is fourteen miles, its walls, in many places of red sand-stone, reaching a height of from 2,000 to 2,500 feet. From the crevices cedars, shrubs, etc., grow in abundance.

My brother's "run" is over "Marshall Pass" and the sense of relief I experience when I hear his engineer open the engine whistle for "home again," cannot be appreciated, save only by those having dear ones on the road.

Brother does not know I have written this communication, and should you deem it worthy a space in your *Magazine*, I shall wait anxiously to see whether he recognizes its author. Hoping the effort to represent "Mount Ouray Lodge" in the "*Firemen's Magazine*" will be kindly met with, I remain,

The friend of the railroad man.

Fireman's Sister.

[Come again.—Ed.]

WARASH, April 7, 1890.

Editor Woman's Department:

I have been reading the *Magazine* with growing interest, and more especially the Woman's Department, which I think is grand. I quite enjoy myself with it and whenever I feel lonesome I will pick it up and in it I often see something that has been written by a sensitive heart, and white to day doing likewise, behold, what did I see but the "Kicker's" letter, saying that the men need no management. Well, perhaps not, but I think quite a number of men became good men through the kind management of their loving wives. But as far as the woman's needing to be managed that is unnecessary, they all know their place. I am a fireman's wife and I have never tried to manage my husband nor did he ever try to manage me. My idea is this, when a man is a noble man management will not be necessary. We have no use for it between us, and we get along just as nice as any young couple can. We have never quarreled or ever had a cross word together. I would hate to think that my husband thought I was trying to manage him, and I would hate to know that he was trying to manage me. Wives, be your husband's companion, not his master, and keep your heart clear, so that when he returns he can tenderly find trust in it and rest, stand by his side in sorrow, in trouble, grief or joy. Be his guardian angel, watch over him, care for him as you would your child and show him through love and kindness, that you care for no one else but him, and that your love for him is true. Keep no secrets from him, and if this is done, I think our husbands will never side in with the "Kicker" and throw kisses at some silly girls that perhaps are anxiously waiting for the iron horse that rushes by them, nor will they take them to theatres at the other end of the road.

But the idea of the "Kicker" saying the women

must be kept down, that the world is going to run. I wish he had considered before he had spoken thus I think, only for the women the world would be nothing. I wish that some of us could see this world without them for about a year or two. He I would not be far from missing my guess that the men would be all on their knees, praying for women with the "Kicker" among them, perhaps the first. Well, I would like to get one of his photos, for I must be, indeed, what he has signed himself to be, a "Kicker." I may be somewhat queer, but a-b spoke of clubs, saying that they get away with some of the women, for my part I never cared for clubs or societies of any kind although I think that the ladies have just as much right to organize them as the men and I have seen some that were carried out nicely, and the women could enjoy themselves just splendid. But as far as seeing a dog laugh at me I never have. Another subject the "Kicker" mentions was this, that the women were always talking of their neighbors. Well, because some do it, there is no sign that it includes all. That is a bad habit I would like to advise those to love their neighbors as they love themselves and there will never be any talk. Let us tell the "Kicker" what a woman can do. She can laugh with her lips—make a man think she is the merriest cricket in the world, while her eyes are full of unshed tears and her heart beating as if it would burst. She can quiet a mad with one or two reassuring pats, when a man might almost knock the life out of it, give it a whole bottle of soothing syrup, and it would still be open eye aggressive and cross. I still could give him no examples where a man is no good at all. Still I say keep them down, the world is going to run on, not the men are not to be managed.

But the idea of the "Kicker" interfering with the Woman's Department? Now, sisters, if we don't keep him down he might succeed, but by warning the Editor to take heed or he will cause him to lose his position. I think he will never lay awake for have heard my husband speak so highly of Mr. Debs that he is to be honored and esteemed greatly. Now, I am generally plain spoken and believing giving honor where honor is due and I agree with all who choose to honor Mr. Debs, and as far as the "Kicker" working against him at the next convention, if Mr. Debs does not end the Woman's Department I think that Mr. Debs will more gladly end it instead of ending it. But let the "Kicker" take the step that he claims he will, he might get a trip, so he had better watch himself, for my husband said that he will black-ball him at his next convention if he dares to take the step. I only say that all the women will try and give the "Kicker" his dues, or some might take his part and perhaps send him, with his letter to the World's Fair, to hear the footsteps of my husband, so wishing the boys of the R. & L. F. success, I remain

A Fireman's Wife.

Amos

WHILE IT RAINED.

While it rained I lay and listened

In my little snow white bed.

To the rain so gently falling

On the roof above my head.

And the rain thus softly falling

Slowly from the leaden skies

Like the tears that fall so sadly

From a weeping woman's eyes.

Gave new life unto the flowers

And the trees do greener grow.

As the tears that fall like showers

Give the eyes a brighter glow.

And the heart seems higher lifted.

From the burdens it has known.

As the sun when clouds are rifted

Comes to greet the rising morn.

Still the rain is falling, falling

With a calm continuous sound:

Making little rippling rivulets

In the fissures in the ground.

Just as tears that fall so often

Through the years of calm and strife.

Make lines on cheek and forehead

And shorten each one's life.

Amos

PRINCETON, MO., April 2, 1890.

Editor Woman's Department:

I have been a reader of the *Magazine* a number of years, my husband being a fireman when I married him. He has been an engineer now for several years but still takes the *Magazine* and I am always glad when it comes. I have thought I would like to write to the Woman's Department, on a number of subjects they have discussed, but have been too bashful. But now I am *thoroughly* aroused. I have just read the article from "Kicker" in the April number, and I am *indignant*. Some man may have written it just for *fun* in order to stir the women up, but if the man that wrote it *meant* it and those are his *honest* sentiments he *must* be a dog. He says in his article that some of the women's doings are "enough to make a dog laugh and he has laughed many times." I do not know hardly how to express my contempt for him. He is the quintessence of selfishness. I don't suppose he is willing to let his poor wife admit she has a soul of her own. Poor thing; what a pity she did not know him better when she married him, and do as a girl did I heard of once. Her lord and master asked her the same question about the pants and, she being a good, strong, buxom girl, got up and gathered him and threw him out of the window, just to let him know that if she did *not* wear the pants she was able to take care of herself and not be imposed upon. The story goes that he came around and came up stairs, a meeker if not a wiser man. He says he never saw a woman that was his equal. I do not doubt it, a woman would blush to entertain such sentiments as his. He blames the women because Cleveland was not re-elected. The strikes, Johnstown flood and the gripple *all* come from the women having a little too much prominence. How *unreasonable* and *idiotic* he talks. But then how could any one like him talk any different? When God created man and woman I do not think he put any better material in Adam's brain than he did in Eve's, and if by nature she is endowed with just as good intellect as man, why should not her opinions be respected the same as man's?

I would like to draw a pen picture of this "Kicker." He is low in stature as well as mind, and heavy set; his self-esteem is *very heavy*, so much so that with it and his mule bump, which is situated right above it in the cranium, according to Phrenologists, his head is pulled back and his chin is in the air; he has an impudent swagger or a Bantam strut, wears showy clothes and a loud watch chain, stands on street corners with other loafers and makes coarse and vulgar remarks about ladies as they pass. In short, a creature that all *gentlemen* despise; and his poor, little wife; I can imagine her a poor, faded, washed-out, patient, enduring little soul, that trembles when this "monarch of all he surveys" comes home, ready to do all she can for his comfort, though she knows she will not get any thanks for it. *That is what he feeds her for*, she is his property. I suppose the first thing this reptile did when they were married was to crush all spirit out of her and get her in perfect subjection to his will, so he would have his own way ever after. It is a good thing for the little "Kicker" that he did not get some women I know. I am surprised that he is a railroad man. I did not know there could be so mean a one.

If there is a class of men that I admire and respect it is the railroad men. They are free-hearted, honest, brave and tender hearted, ready to help distress and suffering. Of course there are exceptions. But the great majority are *true men*, loving and indulgent husbands and fathers, men that love and honor their wives and are proud of them, work for them willingly, give them their checks and are very well satisfied with the way they settle the bills and manage things generally. A good many of the railroad women carry the pocket book, but my husband and I have our own pocket books. If mine gets empty before pay day all I have to do is ask for more, and always get more than I ask for, too.

Now, this little *specimen* has *dared* to threaten to work against Mr. Debs. Ha! ha! ha! It makes me laugh to think of it. His little influence would not be felt if he *went* to the convention, which I very much doubt, for I do not believe his Lodge thinks

enough of him to send him. Should he go, they will have to use a microscope to find him among so many MEN. And *last but not least*, he need not take the trouble to wave his hands or throw kisses to the girls, for they will make fun of him and say, "There goes *short and dirty*," or "There is that little, *sneaky* off man again."

Now, dear Editor, if you think this too long, I am sorry; but I do feel a good deal better for expressing my opinion of the "Kicker," and if all the women that read his article feel as I did, he will be punished sure enough, before we get through with him.

Mrs. W. M.

[How does "Kicker" feel by this time? —Ed.]

LONDON, ONT., March 28, 1890.

Editor Woman's Department:

The Editor of the Woman's Department is to be congratulated, I think, on the improvement the correspondents are showing under her very able generalship. The letters in the March *Magazine* are more interesting than they have been for some time, as the ladies are writing apparently for the women readers, and not just to praise up the members of any particular Lodge, of which subject they knew I like myself next to nothing.

The subject of managing a husband is receiving quite a bit of attention, just now, for I have seen several letters in different papers lately, giving recipes to those wives who need them on that subject. For myself, I do not think one can follow any given rule, for each will be different in disposition, and every wife will have to study her own husband and manage him accordingly. But it is safe to say that if both have a fair share of common sense and take a proper interest in their home, they will help manage each other and come out all right. No woman will expect her husband to be amiable and tractable if he is neglected and not treated considerably.

Mate's letter, I thought very good and her anecdote of the man carrying umbrellas for his wife reminded me of a little incident that I noticed in one of the stores in this city a very short time ago. A big, burly man, and a little, frightened, looking woman, were buying gent's furnishings for his lordship. He gave the clerk who served him a bill, and when the change was brought back it was handed to the woman, who turned and gave it to her husband, all but a twenty-five cent piece. "I'll keep this," she said, with a nervous, little laugh. But he stood there, with his great big hand stretched out, looking like a "Death's head at a feast," and she dropped that quarter of a dollar in with the rest of the change, and never opened her lips. Now, how could one manage a man like that? I felt so sorry for the woman, and such a hate for the man that I could have dressed him down myself, with a hearty, good will. Any man who could make his wife feel so mean as that woman felt is not fit to have a wife. But this case shows very plainly that some men will not be managed, any more than "Mate's" friend would have her husband manage her. For myself, I think married people get on best when they think less of managing and more of helping each other.

I saw a chair the other day, which is very pretty, and so cheap, that any one could have one like it. This one was a common kitchen chair, painted a pretty shade of green. A piece of crimson felt was cut, about one half an inch smaller than the seat, pinked out all around, and nailed on with brass headed nails, and a piece of the same across the top of the back. That was all, but it looked very nice, for a bedroom chair. I agree with Mrs. Harper about the women reading daily papers. As soon as I get the tea over and my boy to bed I go for the paper, a good, conservative one, too, and read through it. Then one can converse without feeling stupid on account of not being well informed on the subjects under discussion.

I hope I have not taken too much space for my first letter and that it is not long enough to weary you. With best wishes for the *Magazine* I will say good night.

Fireman's Wife, Vic.

[Let us hear from you again. —Ed.]

STANHOPE, April 7, 1890.

Editor Woman's Department:

In the January number of the *Magazine* you ask the ladies to write their advice on managing husbands. I have read several of their letters and I don't think there can be much more said on that subject except to the one who signs his name "Kicker," and I think he ought to be managed quite differently. I think the name "Kicker" is quite appropriate for the subject he takes, for I never saw a mule or ass yet that was not a kicker. He compares himself to a dog in his own writing. He says the women's doings would make "a dog laugh and he has often laughed." I don't think that such a man, if you can call him a man, is worthy of a wife, for I think by his talk his wife is nothing more than a slave for him, and I thought slavery was done away with. He says since the women's rights had a convention at Washington there have been so many punishments sent on us. He spoke of the Johnstown flood and la grippe. Now, if I had such a husband as he is I don't know but I would as soon be would have gone with the Johnstown flood or la grippe for I don't think it would be a very pleasant life to live with such a man. As for flirting I never did believe in much of that on either side but if this man thinks it is all right to flirt or take a girl to a dance or a theatre why perhaps it is, if he can find one that would stoop so low as to go with him, but for my part I think she would be very small. Now, I think his wife ought to have a little privilege as well as himself but perhaps she thinks more of herself than to be flirting with other men. With best wishes to the Brotherhood men I sign my name

A. C. C., a Fireman's Wife.

ATLANTA, GA., April 10, 1890.

Editor Woman's Department:

I will not enter into the discussion of managing husbands because I have not had enough experience. But this I will say, I do not know which one has managed so far. I see where one lady says she is a dressmaker and clothes herself and children but does not know how to sew buttons on her husband's clothes. Now, I am not a dressmaker, but I do my own plain sewing and I can truly say I can sew the buttons on my husband's clothes. I suppose he would grumble if I did not.

Now, I am "going" for Mr. "Kicker" without gloves. Do you think Mr. Debs cares anything about the votes of such men as "Kicker"? Mr. "Kicker," don't you sometimes wish there weren't any women? Wouldn't it be glorious if there were no women to consider themselves your equals? Wouldn't it be nice for you to do your own washing, ironing and cooking, besides cleaning up the house and sewing on buttons and making and mending, and numerous other little things which are "fun and pleasure" for your wife? Why, Mr. "Kicker," my husband brings me the *Magazine* before he looks at it and tells me to read it and tell him what is in it. Wouldn't you like to talk to him? If I had been your wife I would have put the "pants on," I think. You also say no woman is your "equal." Mr. "Kicker," you may get some of the men after you, for my husband considers me his equal, and therefore I think I am your "equal" too. Wasn't your mother equal to you? Hadn't you rather hear women talk "poetry and politics" than talk about their neighbors? Suppose the ladies in your neighborhood gathered together and talked about you, how would you like it? You say ladies' "clubs and societies" would make "a dog laugh to see their doings; I have often laughed." Do you mean that you were the dog that laughed? If so, I think your wife is your superior. You say that "at the other end of the road we take our best girl to a dance or the theater." But you think your "wife has no need for such pleasures, her housework and her children are fun enough for her."

Now, Mr. "Kicker," if I was your wife when you got sick and any attention was needed, I would tell you to go get your "best girl" to wait on you, my "housework and children" were "fun enough" and work enough too. Don't say "women believe everything a man tells them," for you say no woman

is your equal and we know we are. I pity the woman who believes everything you tell her. I imagine I can see your wife now, a pale, sad, broken hearted looking woman. If I were she and ever did see your letter I would sue for divorce and let you get your "best girl." Many good wishes for the Woman's Department comes from the heart of

Mrs. A. A. M.

[That's the way to talk.—Ed.]

WELLINGTON, KAN., April 4, 1890.

Editor Woman's Department:

I have been a constant reader of your *Magazine* for the last two years, and I think it something pretty nice. It is very interesting to me, especially the Woman's Department. I generally get the *Magazine* while my husband is out on the road. Well, I sit down and read it a little while and take so much comfort in it. For this Mr. "Kicker," as he calls himself, to try to get away with the Woman's Department, I should call him Corbin, and if I, for one, were his wife I would expect him to order me to have my head shaved, that is, if I would be subject to his tyranny. I don't think I would be such a man as he is—he is simply no man. I should hate to have anyone think so little of me as I do of this unknown "Kicker." I have a good, kind husband who manages me and I him without any dispute whatever. I do my own housework, sewing, caring for my children when he is gone. When home he helps me, so will any man who loves his wife. I have written more than I intended. Although I have said very much about Mr. "Kicker," I will leave him to the rest of the sisters. I pity him. I remain

A Fireman's Wife.

DERRY, PA., April 28, 1890.

Editor Woman's Department:

"The truest characters of Ignorance, are vanity, pride, and arrogance."

In the April number of the *Magazine*, and in the Woman's Department we find a letter from a person signing himself "Kicker," and calling himself "man," who has blundered so egregiously that cannot refrain from at least trying to set him right. How anyone in this enlightened age can be so ignorant as "Kicker," must always remain a mystery. His first and greatest mistake is in designating himself a "man." We know that he is a something, a nature never endowed with enough reasoning faculties to have kept him out of an Insane Asylum, his case had been investigated. But as to his belittling a "man,"—well, if he is one then I am glad that I am a woman for I should certainly dislike to talk "Kicker" by the hand and call him "brother." Another startling display of his weak intellect, that he is really married to one of those poor insignificant creatures—a woman. A woman who is not his equal, but an inferior being to whom he has entrusted the daily welfare and immortal interests of his children. But just here, were it possible for his disordered mind to grasp a plain statement of fact, I might enlighten him as to the way the time spent by us wives while our firemen are "straining backs, brains, nerves," or "throwing kisses at girls." In his sublime ignorance he fondly imagines the meek wife sitting at home patiently repairing the torn and buttonless over-clothes, when no one is he out of sight than she has donned her "best" and her gala-day commences. First, there is a ternoout outing with numberless little attentions and politenesses from men to whom she is in no way insignificant; later a cosy little lunch with old admirer, and later still a pleasant lecture in evening with some one who enjoys having given a pleasure. But after all, "where ignorance is bliss 'tis folly to be wise," and I have often laughed at a "dog," as Mr. "Kicker" does, to think how we men were deceived. Then too, this paragon of decency actually wrote to the Woman's Department thus encouraging a thing he wishes to see "abolished." But all this is superfluous, and worse than wasted on the poor man "who might go crazy if he had not been idiotic from the earliest hour of infancy, and so to his deserved fate, I leave him.

[Adieu, Mr. McGinty.—Ed.]

ST. PAUL, MINN., March 8, 1890.

Editor Woman's Department:

I am much interested in the *Magazine*, and see some excellent letters in it about how to manage a husband. I do not find any trouble in managing mine, do not know whether I manage him, or he me. At any rate we get along well and are happy-go-lucky all day long.

I want to give young mothers a little of my idea how to handle children. I have often heard mothers say, "I can't do anything with that boy or girl." Now I think that is all nonsense. I do not think there ever was a child born so headstrong but that he could be trained if he was but taken in time. I think the time to commence is when in the crib, when they are young and tender. It is easy to bend a young tree but if you wait till it gets old there is no bend to it. Mothers should first of all practice patience, for patience lies at the root of all pleasures as well as of all powers. Do not give them a slap for every little thing they do, that is wrong. But talk to them and try and make them mind without being punished. And if you promise them a whipping give it to them good and hard so that they will remember it a while. Never go back on what you promise them, be it good or bad. Then they will understand that you mean what you say. Teach them to be polite at home as well as in company.

Train your children at home so that you can be proud of them in company and not ashamed. Keep your children in your own yard and do not let them wander over your neighbor. Don't say you haven't time to spend an afternoon in taking the children for a ride or walk. Always take time to take care of the children so that they are not neglected. I have often heard mothers say, "My baby is always cross on washday." Now, I think the reason of this is that they are neglected on washday, and the consequence is that they worry and fret all day. I am a young mother myself but I have found out that taking my time to tend and clean the children I am saving time, for I always see to the baby first and then I have no trouble in doing my work. I train my children from the first not to be held, for I think they are just as well off in the crib or the chair, if they are not ailing. I have often been told that I was blessed with good babies. I lay a deal of that to the training they get.

Now a word to Mr. "Kicker." As for women being all the men tell them, I for one don't think means all he says in the *Magazine*. But he thinks the *Magazine* too dull, so he thought he would start the excitement and hear what the women would say for themselves. Possibly I may be deceived but I don't think that a man with such principles is likely to be called a member of the B. of L. F.

Well, I will not dwell long on this subject, but I think that some of the sisters will give him what he deserves. As this is my first attempt to write for the *Magazine*, I will close. *A Fireman's Wife, Mollie.*

This is a very sensible and excellent letter.—Ed.]

CLINTON, IOWA, March 31, 1890.

Editor Woman's Department:

I am laughing. (Nothing unusual. I hear some say.) If you won't tell Nora Bull I'll tell you it caused my merriment.

Her letter she tells us wives to come with noiseless steps and nestle on a foot stool at the side of our husband, and gaze into his face, while he looks into the deep, tender eyes, which to him are so still and make like, so like the stars. I want to know how a woman can do this when she has snapping black eyes that wouldn't remind any one of a saint and no never goes with a noiseless tread but skips through the house more like a hurricane. I am very much afraid I am left out, for I know I never remind a husband of a saint, although he might value me as much as carrots fine. (not carrots.)

I can't like foot stools. Besides I haven't got any. I have a number of comfortable rockers which I find my lofty ideas better. I never want to get any low, for I have heard so much said about getting kicked while down. Another lady wants us to ladies' talk. I thought I had been doing so.

She did not pick on me in particular. I don't know that it is hardly fair to pick her letter to pieces, but I want to and she may mine if she wishes to.

She wants us to tell about washing and ironing, putting up lunches and house work in general. Now that I don't want to do. I do my own work, but when I write letters or visit I don't want to wash, iron and bake. My little girl said to me to-day, "I called you twice, the second time made twice." If I do my work, then rehearse it to somebody, that would be twice and the second time would make it twice. See? I think once enough. I do well to do that, not because I am lazy, but because I am so tired most of the time. "Born so?" you ask. Yes, and am not rested yet.

I know how the lady from Texas does so much work. She gets up with the birds. When I was a little girl my mother would say while I was in bed she knew there would be no wagon run over me, so she let me sleep until I had my nap and was ready to get up, and I find I don't improve on that point for it takes me a long time some mornings to get ready to get up.

I wish I could think of something mean enough to say to that old "Kicker" from Stevens Point. I think he is a vulgar person, I won't say a man, for if he had been, he would not have written that very coarse letter. He needn't have signed himself "Kicker," for we should have known that was what he was or words to that effect.

He may be a gentleman doing it for a joke just to hear us spiteful creatures rave. I hope he will never appear in the *Magazine* again and I do hope he won't appear to me to-night in my dreams. I have pictured him in my mind as a double fisted cowboy with a lasso, ready to lasso us one by one as we happen in sight. I am not going to Stevens Point very soon. I wonder if they are all steel bears at that place. Please do not find fault with me or my letter. I do not find fault with yours. t

Hastily written.

Kittie B.

P. S.—That taffy was not candid you gave me in speaking of my letter. R. B. will do without a recipe. K. B.

EVANSVILLE, IND., April 18, 1890.

Editor Woman's Department:

Many thanks, Kind Editor, for admitting me. I should like to answer "Flo's" request for a recipe of a cheap white cake: $\frac{1}{2}$ cup of butter, 1 cup of sugar, $\frac{1}{2}$ cup of milk, $1\frac{1}{2}$ cups of flour, 3 whites of eggs 2 scant teaspoons baking powder. Bake in a pan about $10 \times 1\frac{1}{2}$ in., 40 minutes, in a moderate oven. This makes a small cake, I have tested it. I have a splendid one which is larger, if you like you may have it "Flo." If Mrs. Editor does not object to too much correspondence from the same parties.

I want to thank the "Little Lady" in Michigan (I think it is) for her description of an ornament made of broom sticks and wooden bowl. I am making one for papers, am going to put the moles on with furniture tacks, paint it cherry and then varnish. Now I would like to ask a question: I'm making a pin-cushion, it is composed of velvet and wool material, am painting a spray of daisies on the velvet, but what shall I put around it? Would a gold tinsel cord or lace do? The velvet is a light gray and the wool is a bluish gray.

I want to grasp the hand of "One Who is not Ashamed to Work." If girls only knew it was far more honorable to work than to depend on some one else for every thing they want, to be obliged to go to Pa, Ma, Brother or Sister who is battling with the world to earn their bread and butter, while they, perhaps, are wasting their time in what they call society. If the so-called society thinks less of one for working, the sooner the young lady discovers such friends the better. I am sure no sensible man would think less of his wife or sister who would have the grit and independence in her composition to help him in life's struggles. "It is not wealth, nor rank, nor state, but grit up and git that makes men great."

Alpha.

[A gentleman desires this correspondent's name. If she wishes him to have it she will please send it to me.—Ed.]

THE DREAM CHILD.

TO MY SISTER.

A mother slept, and in that sleep
She saw such beautiful visions round;
Like in a fairy palace fair vines did creep,
Blue waters murmured with gentle sound.

The soft winds sobbed and sighed;
But lightest music floated on the air,
And in sweet cadence seemed to chide
That aught save joy and peace should e'er be there.

To the snowy couch on which the mother lay,
A babe form came, and nestled, too;
And when the stars were greeting day,
The mother cried, "Can this be true?"

Is this my child, whom I thought dead?
Ah! yes, dear God, it is none other!"
And folding the babe to her heart, she said:
"Now, thou shalt tell me of thy sweet brother:

Of 'the little man,' who, though not yet three,
His smiles and ways made all days bright,
Who went with thee, one day, from me,
Leaving me naught but starless night.

"You answer not and only smile—
Fade from my view, and only seem!
What! Gone again, my lovely child?"
The soft music ceased—'twas but a dream!

But ere the mother waked, angel voices sang:
"Grieve not, sad mother; far from pain and strife,
Thy babes sleep sweetly," And still the voices rang,
"Not death, but change, and Eternal Life."

And now, in waking hours, the mother hears
In the whisperings of the leaves, "No pain, no strife,"
Ah! if aught *can* comfort, this does, and cheers:
"Not death, but change, and Eternal Life."

Mary F. Wilder.

CHICAGO, ILL.

[Mrs. Wilder promises the Woman's Department "Old Mexico and the Mexicans," an article she is preparing, that describes the trip from which she has just returned. We shall look for it with interest. -Ed.]

SPRINGFIELD, ILL., April 7, 1890.

Editor Woman's Department:

This is in reply to "Kicker," Stevens Point, whose letter appeared in the April number of the *Firemen's Magazine*.

MR. KICKER—Having read your letter in the April *Magazine*, in reply would like to say a few words, which, I hope, may cause you to *think*, and they will, if you have any brains. Your letter tells me that your wife is your superior, both physically and mentally, and that you know it, are afraid of, and angered by it. This shows that you are poorly sexed—something less than a man. No man could write such a letter. I know a man who voices your sentiments exactly. He is a dried-up, withered, ex grass-widower, but has now a lovely wife and two smart children. His nine-year-old boy says of him, "Papa ain't right." Your children will live to think the same if they do not say it, of you.

My husband is just like your neighbor. In regard to his wages and staying home evenings. We have been married three years, and I have never asked him for his wages nor to stay at home with me. And I don't try to "boss" him. He treats me as his equal in every respect, and is a good type of perfect manhood.

I feel more than sorry for the Lodge you will represent at the next convention. And I do so hope that you will change your mind about "bouncing" Mr. Debs, as he seems to know his business there ought, and would be hard to replace.

All the trash about flirting amounts to nothing, as no one cares anything about it.

There is just one thing more. If you are not ashamed of your name, nor of your letter, please sign your full name the next time you write.

Respectfully,

Mrs. F. Magers.

ASHLAND, KAN., March 31, 1890.

Editor Woman's Department:

I date this March 31. It is by mistake I do so, for it is "April Fool" or "All Fool's" day. In consequence I only hope this weak attempt at expressing a few of my ideas that have lain dormant since last January's issue of this interesting budget of knowledge, called the "*Firemen's Magazine*," will not be spurned from sight and consigned to—perhaps its proper fate—the flames. I have perused with unparalleled interest each succeeding *Magazine* and twice in response to the request to send in best methods of husband managing, I have started an expression of my method, but concluding that all men are not alike and that man is a very complicated piece of household adornment, I, as did Nora Bull, ejaculated from the dictates of my better reasoning, "Make yourself worthy of his love: make *virtue* the price of your favor, and if he be a *man* he needs no managing." I heartily endorse each sentiment emanating from the pen of Nora Bull. I am a pedagogue; trying to lead young, untutored minds into higher realms of intellectual blessedness; trying to mold their young hearts and sow such seeds of morality as will develop the uncultured, ever-ready-to-receive mental faculty and furnish material for the upbuilding of character, the chief aim of education. I love the little ones and am led to sanction the words of him who said, "There is nothing on earth half as holy as the innocent heart of a child." Again substantiating Dickens, I would add, "While I teach them the wonders of knowledge, they teach me the goodness of God."

I doubt if I ever would give up the glorious work, for I love and honor the profession, if it were not for a certain "fireman." Still I am in no great hurry, and often doubt his inclination to take me for better or for worse, after reading letters written by such loving hearts and devoted minds. He will, I am sure, think himself not quite safe in my care, and will seek among some of the fair young ladies whose words appear in the *Magazine*. Be that as it may, I am not going to worry nor waste time, paper, or the ink in bemoaning my evident fate. What I wish to refer to is the letter written by "Kicker" and published in the April number.

I was looking through the interesting *Magazine* when my eye met with the "Kicker's" unworthy article. Well may he subscribe himself as "Kicker," and *well*, too, would it have been if one other of extraordinary kicking capacity were to quietly come up and disturb his equilibrium by giving him, as Victor Hugo says, "A rearward shock of sinister resonance." My blood actually boiled up and up as I read on to the end of such a repetition of insults heaped upon injuries. I laid the book down and determined to fight if need be for "Woman's Rights." I do not wish the inference gleaned that I belong to Belva Lockwood's party. Not at all; but I do most ardently sustain woman's proper rights as regards "home" and society.

Pardon the length of this letter. I vow to no never trespass again upon your generous patience, but I *must* speak whenever such idiotic statements are brought under my mortal vision. May heaven help his poor deluded soul and shower much mercy upon him, for he has no mercy for himself. If Mr. Debs allows such a depraved character to exert the least possible influence in regard to prohibiting the "Woman's Department," which I for one would miss more than tongue can tell, he is surely not the man we all think him to be.

And you, vile profligate of a kicker, a mere semblance of man; devoid of the first rudiments of manhood—*dare* to assert that no woman is *your* equal. You are unworthy the respect of a dog to say nothing of the regard of a noble, true and upright woman. You have portrayed yourself upon the minds of the readers of the *Magazine* as a brute with not a single manly instinct. 'Tis well for you that your name did not appear at the conclusion of the product of such a flabby brain. You were ashamed to let the public know that you are such a vile piece of humanity. Your infamous letter is a disgrace to the issue and I am sure it will be resented by more than one. School teaching is more preferable with a thousand times more difficulties attached

to the teacher's life, than a marriage with such a demoralized image of mortality. I cannot call him a *man* for nothing exists in his "make-up" worthy the name *man*. All the respect ever entertained for him must have left the heart of the unfortunate bride when accosted by such unalloyed rudeness she morning following the wedding. My heart aches for such a one. I firmly believe I would have found that wretch hand and foot while he slept, and then with a whip, warranted for five years, I would have convinced my unworthy husband (it seems like mockery to call such a man "*husband*") of the amazing revelation that I did not need his dusty pants in order to assert my individual privileges. For once in his dissolute career he should at least be managed. He recognizes himself as a "*dog*" in his own statements and I will prefix the adjective "*bull*" and have it in its proper wording.

Every woman to be an entertaining companion as well as co-worker for her husband should keep herself well posted concerning the "body politic" and current affairs, both domestic and foreign. It is much pleasanter for my father and many an evening has been delightfully spent in exchanging ideas and knowledge gleaned from such newspapers as the *Inter Ocean*, St. Louis *Globe Democrat*, and New York *Tribune*. I take pleasure in following the Congressional proceedings; in acquainting myself with foreign affairs and expanding my intellect, giving me wider scope for conversation of an enlightening character. I despise "gossip-mongers" and they, with the "Kicker," should at once be banished to Don Pedro's lonely habitation, but he does not suffer—I repeat the statement—instead I would ship the "Kicker" with his gossipers to Siberia to endure all the tortures of the Russian inquisition. If the poor, miserable "Kicker" would strain his heart-strings more, and his ignorant brain less, to the advancement of other's discomfiture, his wife would be a happier woman. Whoever she may be, she is *your* superior, detestable "Kicker," and is worthy of a *man*, not of a friend for a husband.

If all the "firemen" are in any way like yourself I pray to heaven to deliver me from ever marrying one, but I am sure you are alone in your mean, vile, iniquitous opinion of *woman*. If there is anything that causes me to fly into a frenzied rage it is to hear *women* slandered. I care not if this somewhat terse and decidedly uncomplimentary expression of ideas advanced by one who honors and respects an exemplary man but who could witness the destruction of such abject monsters (angelic in their own narrow mind) without one feeling of sorrow, but stay thine axe, executioner, spare him yet a little while; he may yet see his error and turn and live like a *man*. Spare him a little longer. I say I care not if this is not published. I have conveyed my thoughts to the editors anyway and will retire. With love to the ladies, I am a friend for aye. Miss Ella Hinde.

[Well, good by "Kicker," this surely finishes you. We trust our spirited correspondent will let us hear from her again. Her "Fireman" apparently does run some risk but these independent women usually make very good wives, although they require some "managing." Belva Lockwood has no party and has never in any way been identified with the organization of woman suffragists.—Ed.]

GRAND RAPIDS, MICH., April 22, 1890.

Editor Woman's Department:

I see in the April number an article from Stevens Point signed "Kicker," which I should think would make the writer hate himself to death when he sees it in print. Now, in the name of decency and of the B. of L. F., I for one want to know if we have any more such worthless whelps in our Order. If so I hope they will not make as big fools of themselves as "Kicker" did. I bet he is a kicker by name and nature. I hope the lodge where he belongs won't be guilty of sending such a man to the next Convention. Hoping to see some of the bright writers of the Woman's Department let loose on this fellow.

G. W. Dotley.

DENVER, COLOR., April 11, 1890.

Editor Woman's Department:

I have been a constant reader of the *Magazine* for three years, and I have never read anything to equal the "Kicker" in the April number. I suppose every woman who has read it will say, "How I pity that man's wife!" Well, so do I, but that man must not think because he has found one woman who believes everything he tells her that other women are the same. I suppose he thinks if he had the *Magazine* sent to his house his wife might find a few moments' enjoyment reading it while he is taking his best girl to some ball or dance at the other end of the road. "Kicker's" wife was good enough for him to go with when she was his best girl, but now that she is not quite as pretty as she used to be she can stay at home. But what has made her so? Who but him? While he is taking his best girl out for a stroll his wife is at home half sick and worn out for the want of a few moments' rest, taking care of his sick children. He thinks there is no woman his equal. Why, a monkey is far above his equal. He says there was no such doings when his mother was living. Did he have a mother? He is nothing more than a freak of nature. In his own letter he puts himself down with a dog. He shouldn't give himself away like that. "Kicker" thinks his neighbor a fool. He would think more of his neighbor if he would stay at home and give "Kicker" a chance to take his wife out for a stroll.

When my husband goes to some ball or lecture I am the one who goes with him, and he buys me presents, and when pay day comes we pay all our bills together, and what is left we spend together. And whenever I go anywhere I am the one who tells him. I don't leave it to some of my friends to tell him for me. I don't manage my husband, for I think him big enough to manage himself; but I always stay at home when he is there, and if I have my hair done in the latest fashion I don't commence to say before he gets to the gate. "Now, don't spoil my hair!" We have but one child, and when I expect my husband home I always keep him looking as nice as I can. I do all my own work.

Well, I hope Mr. Debs will pay no attention to "Kicker," for he is so mean his own shadow won't follow him.

I remain a fireman's wife.

Mrs. A. Johnson.

[There doesn't seem to be much left of "Kicker."—Ed.]

DAVENPORT, IOWA, March 31, 1890.

Editor Woman's Department:

I am not a fireman's wife, but the sister of one and the daughter of an engineer, so I am going to take the liberty to write to your *Magazine*. I have read and enjoyed the *Magazine* for over a year, particularly the Woman's Department, but I don't think anything I ever read stirred me up as much as did the article in this month's number, signed "Kicker." Is there a person calling himself a *man* capable of thinking, let alone writing, such a letter as he did? I wouldn't have believed it if I hadn't read it myself. And do you know I thought it was a joke at first, but now I have come to the conclusion that it must be a being gifted merely with the power of speech (not any thinking to speak of though), but in other respects little higher than the lower animals. What say you, Firemen's wives and sisters? The "Kicker's" poor wife must be the most miserable woman alive. He says, "At the other end of the road he sometimes takes his best girl to a dance or theatre, but if his wife dared to do any flirting he would leave her." Well, you have all read it, no doubt, and know what he said. I don't think his wife ever gets out of doors, probably hasn't got a decent dress to her name, for such a person as he is, is most likely stingy. And he also says he has his *Magazine* sent to the round house so his wife can't read it and be spoiled thereby. Poor soul, she probably don't get time to read anything or if she had would have left him long ago, for such a *brute* as he is, isn't fit to speak to, let alone live with a woman. I am making this awfully long but I am so excited over that letter that I could write all night.

Belie,

TO MRS. H. B. JONES, WASHINGTON, IND.

CHICAGO, April 2, 1890

Dear Mrs. Jones, in simple rhyme,
My hearty thanks I send you,
For singing me such lays sublime.
May heaven's joys attend you.
There's nothing like a little praise
To stimulate a poet,
It keeps his bosom all ablaze.
And well, dear friend, you know it.

Your latest poem I have read
With honest exultation;
I dreamt of it one night in bed,
Until intoxication
Enslaved my senses like champagne,
Then funny thrills came o'er me,
Fond fancies filled my foolish brain,
And danced in glee before me.

I'd like to call you "darling," but
Our cooling days are over;
Old fools like us wry figures cut
In Love's delightful clover;
And yet, our hearts are just as young
As in long days departed,
When happy songs we hourly sung,
And kept ourselves lightly hearted.

Oh! happy days forever fled,
When youth's high hopes were burning.
Alas! they're numbered with the dead,
And o'er them I keep mourning,
Except at times like this, when sparks
Will flash from out the embers,
And off we go on courting larks,
Old cranks in life's Septembers!

Some thin-skinned fools, with faces long,
May take offense when reading
Our thoughtless lines of joyous song,
But, all their frowns unheeding,
We'll sing away like mating birds
In spring's delightful weather,
And breathe our thoughts in simple words,
And chorus off together.

Your husband and my darling wife
May with more spleen than nice sense
Object, but we'll avoid all strife,
And claim poetic license;
It hides a multitude of sins,
Grammatical and others,
It crucifies pugnacious twins,
And scorns prolific mothers.

Once more accept my thanks sincere
For many a friendly token.
And, madam, I'll through life revere
Your words so kindly spoken;
They'll stimulate me o'er the ills
Of life's distasteful byway,
And nerve me with ambitious thrills
To gain its glorious highway.

Shandy Maguire.

[As this is a little private matter between
Mr. Maguire and Mrs. Jones the editor re-
frains.]

DUNSMUIR, CAL., April 2, 1890.

Editor Woman's Department:

Sunday while reading over your *Magazine* I thought I would just try and write you a few lines, never seeing anything in from 312. Now they deserve to be spoken of. They are a fine lot of fellows, all of them. They have 25 members in their Lodge, all in good standing. They have a fine library here, and a lovely road to run over, laying aside the slides, but then this winter has been very severe. I could tell about the boys being blocked on the road for weeks in the snow but it would take too much time and this is the first time I have come to visit you. There is only one fireman here that is a married man. I am not a fireman's wife but I am and always will be a fireman's friend. A good true husband can manage himself, I think. No one could speak better on this subject than "Daisy," in last month's book. I remain,

A Fireman's Friend.

Editor Woman's Department:

I am a member of the B. of L. F. and addressing communication to this department of our *Magazine* is a new adventure. I am not ashamed to count the articles contributed by the fire-boys' friends combining wives, sisters and mothers, (and especially the sisters) have proven very interesting beyond a doubt. It all our brothers' wives would take consideration the views so ardently expressed "How to manage a husband," they would have cause to say to their unmarried friends: "Never marry a railroad man." I only speak from observation but that observation has imbued me with spirit of endorsement for all that has been said relative to the management of husbands, with one exception, that exemplification from "Kicker," living from Stevens Point. Is he a man? Can he be a member of the B. of L. F.? I fear it is true, he says he has his *Magazine* sent to the round house so his wife will not be spoiled by reading it. But oh! The pomposity of the man is something wonderful! Listen to this quotation, from his manuscript: "If Mr. Debs don't look out he will bounce from his position for letting the woman run his *Magazine* for him. I hope Mr. Debs take warning and end the Woman's Department he don't, I will work against him at the next convention."

I had the honor of meeting Brother Debs' Union meeting in Elmira, N. Y., April 6th, for the first time since I have been a member of the B. of L. F., and if "Kicker" had been an eye witness the cordial greeting extended to our worthy Officer from the five hundred delegates present assertion of using his influence to oust "Mr. D" from his position, (unless he is a beast as his wife would indicate,) would humiliate him so completely that he would feel like going with "McGill" to the bottom of the sea. A man that will denounce defenseless women in the vile terms "Kicker" when their object is to beautify and make pleasant, is a coward.

But I might as well close, for I would fill whole space allotted to Woman's Department nouncing "Kicker" and then not be half through in retaliation I was going to sign myself "Endor" but for the benefit of "Kicker," so he can take revenge on a man instead of the weaker sex, I sign myself the Woman's Department's friend. I well wisher for crowning success in the future.

Yours fraternally,

T. A. Ogden

[Thanks, Brother Ogden. You must judge whether "Kicker" is a man. We certainly decline to receive him into the ranks of women.—Ed.]

DENVER, COLO., March 29, 1890.

Editor Woman's Department:

The April number of the B. of L. F. *Magazine* reached me all right and glad I was to see it, brings joy with its face. Now I am going to write a few lines in regard to Mr. "Kicker." If you allow me a little room in the precious book, I say it is time the Woman's Department be abolished, it is very near time for him to be abolished for that is the heart of the B. of L. F. *Magazine* think the "Kicker" will get bounced before Debs does. It is too bad about this "Kicker" not have to be managed, but says it is the woman who do. Well, if he only knew how to behave self half as well as the women who write to Woman's Department he would be all O. K. I told her to wear the pants she ought to have him she was about as capable of wearing the pants. Yes, such as the "Kicker" strain their brains on the road but furnish little more home use. While a good wife is working all trying to save a few nickles and up all with the children the "Kicker" is at the other end of the road, out with his best girl, spending she saves. I hope the "Kicker" will think twice before he tries to do up Mr. Debs. Wishing the *Magazine* a grand success I will bid you all a happy night.

Yours Respectfully,

G. B.

FORT WAYNE, IND., April 4, 1890.

Editor Woman's Department:

I am a constant reader of the *Magazine* and must say the letter in April number, "The Wife's Smile," is the best I have ever seen yet.

Every one writes, about the good and nice husbands but what about the careless ones? I should like to have a method for managing a husband of this kind.

He will come in off of the road tired of course—he won't talk to any one, and if you talk to him he won't answer; if you have made or bought anything nice, he won't look at it and if he will, he will only say it is horrible.

He will go away, after each meal and never come home until the next and maybe not then. He drinks some but seldom to excess; he will play cards and spend quite a bit of money which could be spent to splendid advantage in a home; he plays in saloons and goes to other's homes where cards and drinking are allowed, because it is not allowed at home, where a young child is being raised, to fight in the battle of life, either for good or bad; and where good is trying to be kept in front of it.

Some will tell me to let him play at home and learn to play with him, then he will stay at home.

But that I can never do, for I think a home should be something different from the cold and wicked world.

Now, can a wife be expected to never be cross. When he will come home at 5 or 6, when he left right after breakfast and she has cooked and worked all morning to get him a nice dinner. Will go away after supper until bed time (or later). She never knows when to cook, for fear he will not come.

You will say, always meet him with a kiss and make home pleasant. He has never come or gone without a kiss.

Now, if there is a remedy in this world for such a husband I should like to have it for I am perfectly heart-sick, at having a husband and never seeing him more than two hours out of twenty-four. And to find that coaxing and kindness can win nothing, as that is the only method used yet.

You also say "If he ask you to go out with him always go." Supposing he never asks you and if you ask him to go he won't go. I have found "marriage to be a complete failure" for me so far.

He is not the worst of husbands and when he is good, oh! he is awful good and no one is happier than I am when he is.

If husbands could only realize the joy they give their wives by a little sacrificing of some of their evil habits they surely would do it. *May.*

[This is a sad case and there are many like it. The Editor can offer no remedy but patience, hoping love and kindness may at last win. Perhaps some of our readers can suggest relief.—Ed.]

ELKHART, IND., April 4, 1890.

Editor Woman's Department:

I must say I took a hearty laugh after reading the "Kicker's" letter. If for one do not believe there ever was such a crank as he pretends to be, and fancy I see him looking anxiously for the next *Magazine* to see if any of the ladies would take the trouble to rake him over. I know just how to take a man that talks like that, for I have one to deal with. He means just the reverse of what he says, and I'll bet the "Kicker" thinks the *Woman's Department* the most interesting part of the *Magazine*. I am anxious to know what other ladies think of his letter.

R. B. should not stir her taffy while cooking, and it will not sugar.

Will some one please tell me how and what to cook for a man that will not eat either milk or butter? *A. P., A Fireman's Wife.*

[If the writer of this letter will read this month's *Magazine* she will know what the ladies think of "Kicker."—Ed.]

LOS ANGELES, CAL., April 7, 1890.

Editor Woman's Department:

While perusing the April number of the *Magazine*, I came to an article signed by "Kicker" in which he endeavors to tell the readers of the *Magazine* how he manages his wife. Now let me say to "Kicker," I don't think he has good sense, or he has written that letter just to hear what somebody else has to say. Let me inform him that these days are not "slavery days," but that his wife is just as good as he is and in my estimation a great deal better. He also says Mr. Debs had better end the *Woman's Department* and that if he don't he will work against him at the next convention. I can't see what harm such a poor imbecile as he, could do anybody. He also tells how he would leave his wife if he caught her flirting with any body, and at the same time tells how he flirts with the young girls and takes them to parties, etc., etc. Now, Mr. "Kicker," let me tell you right here that you ought not to be allowed to live in a decent community and if you lived where I do you wouldn't be allowed to associate with me nor anybody if I could prevent it. I can't express myself as I want to on paper but I think if I had you here I could express myself more forcibly. I also am not afraid or ashamed to sign my name to this, my feeble attempt at an answer. Yours respectfully,

W. T. Curl.

[If Bro. Curl ever comes into personal contact with "Kicker" we hope he will express himself as "forcibly" as possible, in the name of the *Woman's Department*.—Ed.]

ASPEN, COLO., April 7, 1890.

Editor Woman's Department:

I am always interested in any magazine that helps housekeepers. I have two children, my husband and myself to work for. I like my house and children to look neat and tidy and want myself to look so well that my husband will not be ashamed of me. I find it very difficult to do all this and do my sewing, washing, and keep the table well filled. Now it is easy enough to tell one how things should be done but I wish some one would tell me how it is to be done. I am not afraid of work nor ashamed to work. I would much rather work for some one than have them work for me. I can paint some in crayon or oil paints, can embroider, make zephyr flowers, sew, knit, wash, iron. In fact do most any kind of work. The trouble is I can't get time to do anything but my housework and take care of the children. Now if any of the sisters can tell me how to manage my work so I won't be obliged to hire help once in a while, I will be thankful.

In regard to managing my husband, I think he manages himself very well. He works very hard and never complains at anything I do, or do not do, and I am so glad to see him come home alive and well that I never think of cross words.

Hoping to receive some information I will close.

A Fireman's Wife.

[We hope our readers will give some attention to this letter. Ed.]

SOUTH KAUKAUNA, WIS., April 12, 1890.

Editor Woman's Department:

Being a constant reader of the *Firemen's Magazine* I have been anxiously looking forward for a few lines from John Hickey Lodge, No. 296. As I fail to see them I ask permission to say a few words. There is a thriving lodge here, all good, sober and industrious men. There are quite a number of the boys who expect to be promoted this spring, among them are Bros. M. Purdy, Chas. Daley, B. Grey, T. Daley, J. O'Rourke and several others. Bro. M. O'Donnell is back to our town again and by the way he smiles on one of our young ladies. Although Mart has red hair he takes well with the girls. Bro. B. Grey, if rumors are true, has decided to lay aside the bachelor garments and don those of Benedict. Do so, Bart, and see if you can't get the rest started, they seem to be very slow about it. Wishing the Brotherhood all the success they deserve, I remain,

A Fireman's Sister.

For Woman's Department:

A TRIBUTE.

Charles W. Cox, an engineer, running on the California Pacific Division of S. P. R. R., met with a sad and terrible death near Davisville, Cal., on January 21, 1890; the accident that occurred, and by which he lost his life, was due to a washout. The following lines are composed for and respectfully dedicated to Mrs. C. W. Cox, who has the heartfelt sympathy of the writer in her recent bereavement.

As I stood beside my loved one,
And clasped his cold, white hand,
And heard the sad wail of sorrow,
From the broken household band,
I asked myself the question:
Shall we meet again some day
In that land of joy, celestial,
Where all tears are wiped away?

As I stood beside my loved one,
Who had met such a terrible fate,
My soul was filled with deep anguish—
I thought my heart would break;
And I clasped his hand still closer,
While my heart thus throbbled with pain,
For I seemed to hear his last "good bye,"
With its sorrowful, sad refrain.

How little I dreamed, that evening,
When his last farewell was said,
That when next I should hear from my darling
He would be lying cold, silent and dead;
That his lips no more would give greeting—
That his faithful heart would be stilled;
Oh! God! was there ever such a home-coming?
Yet life, for some wise purpose thus willed.

Alas! alas! that life's shadows,
Should cast o'er my happiness a blight,
Crushing hopes, shrouding day-dreams in darkness—

As sad as the mantle of night;
Then chide me not for the tears now falling,
For the one so dear to my heart,
While over and over again I ask the question,
How can I live my life from him apart?

Fond parents are silently weeping,
For the loss of a son, ever dear,
A brother and sister are grieving
For him who no longer comes near;
Yes, we miss, sadly miss from the home-circle,
The one who so often sat there,
And our tear drops with sorrow are laden,
As we gaze on that one "vacant chair."

God help me to bear my sorrow,
And lighten my burden of woe,
May my faith in His love never falter,
As o'er life's pathway I journeying go;
Though my way is encompassed in darkness,
This shall be my soul's fervent prayer,
That I may meet my dear one in heaven—
In that home so transcendently fair.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., April 20, 1890.

PORRERO DIAZ, MEXICO, March 31, 1890.

Editor Woman's Department:

Thanks awfully for printing my letter. You have lifted a great load off my mind and have aided me considerably as I have sent the *Magazine* to my best girl and of course had the letter from Mexico plainly marked and I know she will think lots more of me now that I am corresponding with a great and good *Magazine*. I know she thinks lots of writers for one came very near taking her away from me once. But I must tell you something about Mexico and No. 38 and quit talking about my betters. I'm going to send this to her also.

No. 38 is doing well, has not added any new members, but all the boys seem to take a pride in seeing who can do the most good and although we have no lady friends to give us good advice yet we are an awfully good set of boys.

If we only had a few lady friends to help us decorate our hall and add a few finishing touches such as only women can we would be content.

The climate of Mexico is beautiful, very seldom any one gets sick. The nights are always cool and when one gets a good night's sleep he does not mind the heat of the day, and then it seldom gets higher than 90 and the heat is not felt like it is in the North.

This road runs most of the way through mountainous country and there are but two towns of any size; Monclova and Paris.

The town of Paris is quite a manufacturing town and there are several large cotton mills there and they ship a good deal of cloth from there to other places in Mexico. The country around Paris is noted for raising grapes and in fact all kind of fruit.

The chief industry of this part of the country is mining and stock ranches. A great deal of fine stock is being shipped from the states.

Vegetation around here is very scarce as it seldom rains more than three or four times a year and the soil is very hard and rocky. But Mexico, I think can beat the world for cactus and wild flowers. I gathered at one time thirty-six different varieties of cactus and some of them were beautiful. In April and May the mountains are covered with wild flowers and a kind of moss that the Mexicans never dies. I had some on my engine for six months and when I put it in water it became about two hours as green and fresh as ever.

The Mexicans as a class are very ignorant and do not forget that the United States thrashed them once. This feeling however exists only with the poorer class, the wealthy are always very generous and polite, but, sad for us boys, they keep the daughters out of sight.

A young man when asking to take a young lady to the opera or ball always includes her father and mother in the invitation and if he does any coming before marriage he does it in the presence of and ma; I for one don't like it that way.

Some of the readers of the *Magazine* will no doubt be surprised to here that the name of corn in Mexican language is mice and a rope is called *Carty*. The language is hard to learn for one who often means several different things and a great many of their words sound almost exactly alike. Most of the boys have picked up enough however to be able to get along and make their wants known.

We have very few pleasures, for how can a boy enjoy themselves without ladies?

We go hunting and fishing when off duty and most always have good luck for Mexicans never hunt nor fish, they are too lazy.

We have a meeting most every Sunday where we spend a few hours and then proceed to make runs as only railroad men can when together. Then some one will say something about Mexico and then everybody goes home—no, not home, to their room.

How sweet the name of home sounds to me, has been many a long year since I bid my good mother good bye. I little thought then it would for the last time and I would never see her on earth.

Be good to your mother, boys, for when mother gone, home is home no longer but just a place to live.

I notice in the *Magazine* of April a good many letters on "How to Manage a Husband." Now I don't interest me at all. I am working for the No. 38 and the question satisfactorily answered "How to get a Wife" would help 38 ever so much. If some kind lady tell us how he asked and how he acted?

I am spoken for but I was one of the lucky ones. I only had to say "yes, sir," and the business was over. "I don't intend to send this to her."

But I promised to go and see the new bridge across the Rio Grande which will soon be completed. I must say good bye. Will meet you in

Sabine.

[We do not think our correspondent needs any assistance. Thanks for his interesting letter. — Ed.]

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

THE O. & M. SETTLEMENT.

President Barnard Meets the Supreme Council and Makes Required Concessions.

The Strength of Federation for the Organizations Embraced in the Supreme Council, as also the B. of L. E. Triumphantly Demonstrated.

During the month of March, the Engineers and Firemen, members of the B. of L. E. and B. of L. F., employed on the Ohio & Mississippi Railroad, had certain important grievances, which they formulated and presented to Mr. J. F. Barnard, the President of the O. & M. system. President Barnard was willing to make certain concessions to the Engineers, but declined to consider the proposition relating to seniority, and some other demands of vital interest. He would agree to give Firemen 50 per cent. of the Engineers' wages, which it was found would result in a reduction of the wages of the Firemen, and this President Barnard would do for his men as employes, absolutely refusing to treat with his employes as members of organizations, and as unqualifiedly refusing to recognize or discuss any matters of grievance with any representatives of such organizations.

At this juncture Grand Chief Arthur of the B. of L. E., and Grand Master Sargent, of the B. of L. F. sought an interview with President Barnard, and were informed by that gentleman, that he did not recognize organizations, and must be permitted to manage his own business without their interference.

Messrs. Arthur and Sargent, thereupon directed the committees representing the Engineers and Firemen, to see the men of their organizations, and have them by a vote determine what further action they would take. The committees promptly carried out the instructions, and the men voted to strike if their organizations were not recognized by President Barnard and their grievances settled.

Grand Chief P. M. Arthur, of the B. of L. E., was promptly notified of the determina-

tion of the Engineers, and immediately, Grand Master Sargent of the B. of L. F. and President of the SUPREME COUNCIL of the Federated Orders, received the following telegram from Grand Chief Arthur:

CLEVELAND, OHIO, May 9, 1890.

Frank P. Sargent:

Engineers have voted to stop. Convene your Council. P. M. ARTHUR.

Following this telegram, President Sargent convened the Supreme Council at Cincinnati on Tuesday, May 13th, and a full representation of the orders composing the Council was present, viz:

B. of R. C., B. of R. T., S. M. A. A. and B. of L. F.

Chairman W. N. Cox, of the B. of L. E. grievance committee, was authorized by Grand Chief Arthur to represent the B. of L. E. and to abide by the decisions of the Supreme Council, as follows:

CLEVELAND, OHIO, May 10, 1890.

Mr. F. P. Sargent:

DEAR SIR AND BROTHER:—Your telegram received. I have written to Brother Cox this morning telling him to abide by the decision of your Supreme Council, so that it will not be necessary for me to be in Cincinnati on that occasion. Whatever your Council decides to do the engineers are with you according to their votes.

I hope, however, if the Council decides to have the men stop that Mr. Barnard, upon receiving your notice, will come to his senses and realize the necessity of recognizing labor organizations. If your Council decides to make an issue and Mr. Barnard accepts of it, I hope the men will fight it out to the bitter end. He may, when he finds the men are determined, yield, which I hope he will do for the good of all concerned.

Fraternally yours.

P. M. ARTHUR, G. C. E.

As soon as the Supreme Council convened, the grievances of the men were submitted, examined and endorsed, and thereupon the following communication was forwarded to President Barnard:

CINCINNATI, OHIO, May 13, 1890.

John F. Barnard, Esq., President and General Manager O. & M. Ry., Cincinnati, Ohio.

DEAR SIR:—On Tuesday, May 6th, you were waited upon by Grand Chief Arthur, representing the Brotherhood of Locomotive Engineers, and Grand Master F. P. Sargent, representing the Brotherhood of Locomotive Firemen, whose mission it was to bring about a satisfactory settlement of the grievances of the engineers and firemen employed upon the O. & M. Railway, of which you are the President. The grievances had been presented to the company by a committee of engineers and firemen, and every honorable effort on their part put forth to effect a satisfactory adjustment before calling upon Messrs. Arthur and Sargent. While according these gentlemen an audience, you positively refused to recognize them officially or make a settlement with them as representatives of the organizations of which they are the executive heads. Therefore no settlement could be effected, as the engineers and firemen refused to treat with you as employes, preferring to stand by their organizations.

The grievances were then placed in the hands of the Supreme Council of the United Orders of Railway Employes, which embraces the Brotherhood of Locomotive Firemen, Brotherhood of Railway Conductors, Brotherhood of Railroad Trainmen and the Switchmen's Mutual Aid Association. This Council has carefully inquired into all the details of the case as presented to them and has decided that the en-

gineers and firemen are asking nothing more than is justly due them from the O. & M. company; and, furthermore, that the past record of the Brotherhoods of Engineers and Firemen warranted you in meeting and treating with their executive officers as is done by other railroad corporations, and your refusing to do so has placed the grievances of your enginemen before this Council, and it becomes a general grievance in which all engineers, firemen, conductors, brakemen and switchmen are alike interested.

Therefore, in the name of the Supreme Council of the United Orders of Railway Employes, we ask an audience with you at the earliest possible moment, when we will be prepared to lay before you our proposition for the purpose of effecting a settlement and avoiding trouble on your lines. We will await your reply, which you will send by the committee that presents this communication.

Yours very truly,

[Attest.] F. P. SARGENT, *President*.

W. A. SHEAHAN, *Secretary*.

Approved,

S. E. WILKINSON,

P. H. MORRISSEY,

G. W. HOWARD,

G. W. LOVEJOY,

C. T. MOORE,

JOHN DOWNEY,

JOHN A. HALL,

W. A. SEMSROTT,

J. J. HANNAHAN,

EUGENE V. DEBS.

President Barnard replied to the foregoing communication as follows:

OHIO & MISSISSIPPI RAILWAY CO.,

PRESIDENT'S OFFICE,

CINCINNATI, May 13, 1890.

F. P. Sargent, Esq., Cincinnati:

DEAR SIR,—I have your communication of this date, and can give you an audience this afternoon at 2:30.

Yours truly,

J. F. BARNARD, *President*.

The committee appointed by the Supreme Council to confer with President Barnard, consisted of the Chief Executives of the several organizations composing the Council, viz:

F. P. Sargent, G. M., B. of L. F., and President Supreme Council.

S. E. Wilkinson, G. M., B. of R. T.

John Downey, V. G. M. and acting G. M., S. M. A. A.

G. W. Howard, G. C., B. of R. C.

The committee met President Barnard, and as a result of the deliberations the following schedule of wages, and adjustment of other matters named therein was adopted:

SCHEDULE OF WAGES TO BE PAID ENGINEERS AND FIREMEN ON THE OHIO & MISSISSIPPI RAILWAY.

ARTICLE 1. The rate for passenger engineers shall be three and two-eighths (\$3.25) cents per mile; the rate for freight engineers shall be four (4) cents per mile for four wheel and six wheel connected engines; and four and one-fourth (4.25) cents per mile for consolidated engines. In all cases where freight trains turn at Cochran and Vincennes there shall be an allowance of twenty (20) miles as an extra basis of pay, and local rate with twenty (20) miles added shall be paid for the train known as the Lebanon Coal train, to any point where it may run.

The firemen of road engines to be paid fifty-four (54) per cent of the rate of wages paid to their engineers.

ARTICLE 2. The rate of local or way freight engineers shall be five (5) cents per mile actual mileage on the main line, and four and one-half (4.5) cents per mile on the Springfield Division and Louisville Branch.

ARTICLE 3. Switching engineers on the Springfield Division shall be paid two dollars and fifty cents (\$2.50) per day's work, twelve hours or less to constitute a day's work.

ARTICLE 4. Engineers running between Water Junction and Jeffersonville shall be paid three dollars and twenty-five cents (\$3.25) per day's work, twelve hours or less to constitute a day's work.

All other rates not specified in these articles to remain as heretofore.

ARTICLE 5. When, after being called for train-terminal points, engineers are delayed two hours or more, they shall be paid thirty-five (35) cents per hour for the whole time delayed, less thirty (30) minutes; if delayed less than two hours, no allowance to be made.

ARTICLE 6. Engineers and firemen dead heading over the road under orders, shall be paid two cents per mile for distance travelled.

ARTICLE 7. Switching engineers and firemen having regular engines shall not be held off to go work to extra men.

ARTICLE 8. Engineers called from duty on company's business shall be paid three dollars and fifty cents (\$3.50) per day and expenses, and firemen one dollar and eighty cents (\$1.80) per day and expenses.

ARTICLE 9. Promoted firemen to be eligible to full pay of freight engineer after one year's service as engineer; and, when promoted, to be paid three cents per mile for the first six months, and two and one-half (2.5) cents per mile for the second six months.

ARTICLE 10. If any engineer or fireman shall be suspended or discharged, he shall be entitled to a fair and impartial hearing with the privilege of calling witnesses to testify on his behalf; and, if he be exonerated, shall be reinstated and paid for time lost; such hearing and investigation shall be held within ten days from date of such suspension or discharge unless insuperable difficulties prevent, being intended that he shall have a hearing at the earliest reasonable, practicable date.

ARTICLE 11. Fines shall not be imposed upon engineers for loss or breakage of tools, or damage rolling stock, or for killing live stock.

ARTICLE 12. Right to regular engines or runs shall be governed by seniority and capacity in road service on respective divisions, provided record otherwise good.

ARTICLE 13. The list of extra men shall not be increased by the addition of new men as long as extra men can do the work and make reasonable wages. A monthly statement from the payroll of wages made by extra men shall govern such cases.

ARTICLE 14. A copy of these articles shall be placed in the hands of the Master of Rolling Stock Superintendent and Train Masters for reference.

ARTICLE 15. The above to be acted upon in good faith on the part of the O. & M. Railway Company and its engineers and firemen. Thirty days not of a desire to change the main features of the schedule of wages shall be given by either party, sitting it, to provide ample time for careful consideration and conference about the subjects submitted.

Ohio & Mississippi Railway Company, by

(Signed), J. F. BARNARD,

(Signed), W. N. COX, *President*.

(Signed), For the B. of L. F.

JAS. GABRIEL,

For the B. of L. F.

The action of the committee was promptly submitted to the Supreme Council, and was unanimously approved by that body, also, by the employes, whose interests were directly involved.

In the foregoing brief account of the settlement brought about, between the Brotherhoods of Engineers and Firemen and the O. & M. it will be observed that President Barnard not only recognized the organization named, but the Supreme Council as well, fact, the settlement secured was made

through and by the Supreme Council. During the deliberations, incident to the settlement, Brother W. N. Cox representing the B. of L. E. and Brother J. Gabriel, representing the B. of L. F. were highly efficient.

President Barnard, of the O. & M., is to be complimented for the promptness of his concessions. He saw with a business eye becoming a man in his responsible position, that some old things have passed away, and that in the adjustment of wages and other matters relating to the welfare of employes, he could, without the loss of dignity, confer with representatives of his employes, he himself being the representative of the stockholders and the bondholders of the road.

So far as federation is concerned, it would be difficult to imagine conditions more completely demonstrating its power for good, and the management of the affair, is a triumph for the SUPREME COUNCIL, which ought to receive from all the Orders of railway employes the highest commendation.

There are other grievances complained of by employes on the O. & M. system, which in due time and in proper order will be submitted to Mr. Barnard, and the indications are that they will be satisfactorily adjusted, President Barnard simply desiring time to adjust matters so as to bring all his trainmen and yardmen into satisfactory relations with the great interests he represents.

PITTSBURG YARDMEN.

Their Grievances Amicably Adjusted and a Strike Averted.

By the S. M. A. A., Supported by the Supreme Council of the Federated Orders of Railway Employes.

For some time prior to April 3d, there had existed in the ranks of switchmen and other yard men employed in the yards of the various railroads centering at Pittsburg, some fourteen in number, a number of grievances more or less serious, and which threatened widespread trouble in the affairs of said roads, and it was deemed of great importance to avert, if possible such troubles.

On April 3d, the yard men of the various roads, through their committee, submitted a bill of grievances to the Superintendents and General Managers of the roads, which was for four days totally ignored.

At this juncture, Mr. John Downey, Vice Grand Master of the S. M. A. A., and acting Grand Master of that Order, in the absence of Grand Master Sweeney, who was in California, arrived in Pittsburg, and succeeded in obtaining an interview with two of the officials of the roads involved.

At this interview, acting Grand Master Downey, of the S. M. A. A., plainly stated the facts in connection with the grievances, and just what the companies interested

might expect if an issue was made. He represented to the officials that the S. M. A. A., the body that he represented, was one of the Orders of the federated bodies of railway employes, and that the Supreme Council of that federated body would convene in Pittsburg, and would, as exigencies might require, take part in the deliberations necessary to effect a settlement of the grievances submitted.

After said interview, the various committees called on their respective Superintendents and General Managers, and received an answer to all the articles embodied in their bill of grievances. The answers were submitted to the Supreme Council, and ratified, and the General Managers notified of the action of that body.

It should be stated in this connection that it required nearly the entire month of April to conduct the negotiations between the yard men and the railroad officials, and that the SUPREME COUNCIL of the Federated Orders did not convene in Pittsburg until April 29th, and after two days' deliberation, the settlement was ratified resulting in an average advance of 17 per cent. in the wages of all the men.

At an immense meeting held in Pittsburg May 1st, addressed by members of the Supreme Council, the action of that body was enthusiastically and unanimously indorsed by the railroad employes interested, by a standing vote.

The course pursued by acting Grand Master Downey, of the S. M. A. A., was in the highest degree prudent. He exhibited a full comprehension of the situation, and by his firmness and diplomatic skill, his energy and watchfulness, earned the sobriquet of "Little Giant," which expresses in some measure his capacities to deal with and solve vexatious problems. In his arduous work he was ably seconded by Bro. Frank Hawley, of Lodge No. 62, S. M. A. A., who was ceaseless in his exertions to bring about a settlement conducive to the welfare of the yard men.

In closing this notice it is eminently due to the SUPREME COUNCIL to say that it promptly responds when any of the Federated Orders have grievances which they are unable to adjust, and in this instance, it is universally conceded that a strike would have occurred but for the wisdom of its deliberations.

M. E. INGALLS, Esq., President of the Big Four system, goes to Europe on business and pleasure, and for the present it is understood that further consolidations with that system will cease. It now embraces the original C. I. St. L. & C. (Big Four), the Bee Line, the Cairo, Vincennes & Chicago, the White Water, the Ohio, Indiana & Western and the Cincinnati, Wabash & Michigan.

THE ENGINEERS' JOURNAL AND FEDERATION.

The question of Federation is at last discussed pro and con in the B. of L. E. *Journal*. The discussion began in the April issue of the *Journal* by the appearance of an editorial article, and in the May issue we find another article—captioned "Justice"—in which the editor states that the purpose of his writing is to "appease the minds of the members," and "also the public." Such a statement makes it proper to inquire, Why this necessity to "appease" the members of the B. of L. E. and "also the public?" What has gone wrong in the B. of L. E. that makes it necessary for the editor to indulge in *appeasing* statements? The answer is easy. The Grand Chief of the B. of L. E. had made himself prominent as an opponent of federation, but, notwithstanding this fact, the great body of the B. of L. E., through a majority of its delegates at the Denver convention, took the initial steps to secure federation with other Orders of railway employes. This action stands monumental of the wisdom and justice of the great majority of the delegates at the Denver convention.

In view of such facts, the B. of L. E. *Journal* deems it prudent to "appease the minds of its members," pacify them, allay their growing hostility to a policy in conflict with the progressive spirit of the times.

In performing this work of appeasing the minds of the members of the B. of L. E., the *Journal* recites the troubles on the Queen & Crescent Railroad in January, 1890. The history of that affair speaks, trumpet-tongued, in favor of federation. It proves everything claimed for federation, and is absolutely conclusive. We reproduce verbatim the *Journal's* account of it:

The Queen & Crescent is one of the largest systems in the south, extending from Cincinnati, Ohio, to New Orleans and Shreveport, La. It embraces 1,159 miles of road in Ohio, Kentucky, Tennessee, Alabama, Mississippi and Louisiana. At the time of the adjustment of the grievances on the Q. & C. there was not a single lodge of brakemen, not a single lodge of switchmen, and only one lodge of firemen on the entire system of 1,159 miles of road. The federated body in vogue at that time, had a membership of probably seventy men on the entire system. The Q. & C. is well organized on this system. The B. of L. E. maintain the following Divisions: Numbers 35, 36, 198, 230, 281, 333, 426, and 436. Thus it will be observed that the Q. & C. officials were opposed by the twenty-eight discharged Conductors and about seventy members of the federated body then in vogue. On the arrival of Grand Chief, P. M. Arthur, at Cincinnati, and after consultation with Messrs. Howard, Sargent and Wilkinson, he learned, to his surprise, that while they had been in session with the employes for several days, no effort had been made by either of the Conductors. He, therefore, instructed Mr. Howard to seek an audience with the General Manager and endeavor to effect a settlement of the grievances of his members. After having conferred with the President and General Manager, he failed to adjust the Conductors' grievances. Mr. Arthur then advised that as Mr. Sargent was President of the Supreme Council, that he address a letter to the officials, seeking an audience. To this

note there was appended the names of the FOUR GRAND OFFICERS present. (Italics and capitals ours.—Ed. *Magazine*.)

When this note was presented to the President of the Q. & C. and he observed the signatures, he granted the request. As soon as the formalities had been observed, Mr. Schiff addressed Mr. Arthur, desiring to know if the engineers of his system had joined *forces with the discharged Conductors*. On being informed by Mr. Arthur that they had, Mr. Schiff consented *at once to arbitrate*. (Italics ours.—Ed. *Magazine*.) In presenting this case to the members of our Brotherhood, we can, with equal propriety with those put forth by others, claim that the engineers alone induced the Queen & Crescent officers to arbitrate the grievances of their discharged Conductors. "Honor be to honor due."

In another place, says the article, from which we have quoted:

After several interviews between the management and the employes the case was referred to a board of arbitration composed of three of the most respectful citizens of Cincinnati; they rendered a verdict that the Queen & Crescent Company should either restore the discharged conductors to their former positions on the road or pay them three months pay each, at \$80 per month.

Now we submit that it is scarcely within the range of possibility to present a stronger case vindicating the wisdom, justice and power of federation. It is eminently worthy of exhaustive analysis. We cheerfully engage in the task.

First. There were "twenty-eight discharged conductors," members of a young and growing Order, whose watchword was *protection*. The Order was numerically weak, but right in principle and courageous in action. It would not tamely submit to a wrong.

Second. What was the wrong? It was that the conductors had been discharged because they were members of an organization that proposed to protect its members.

Third. The wrong was of a character that touched the central, pivotal, fundamental principles of the Brotherhood of Locomotive Engineers, of the Brotherhood of Railway Trainmen and the Association of Switchmen, and as a legitimate consequence vitally interested all of these Orders.

Fourth. From the first, be it said, to the splendid renown of the Engineers on the Q. & C., they proposed to utilize the strength and influence to succor the wrong and the wronged.

Fifth. We have the glowing fact, organization or no organization, the men were profoundly in sympathy with the wronged and outraged conductors, and were ready to a man, to stand by them in the struggle for the right, and in this they exhibited the splendid traits of manhood that all courageous men admire.

Sixth. The officials stood ready to take advantage of the weakness of their unorganized employes. They would not listen to their grievances, nor recognize them. They would not redress any wrong inflicted upon the conductors. Discharged because they belonged to an order having for its

corner stone "protection," they felicitated themselves that no power could compel them to change their policy.

Seventh. At this supreme juncture Grand Chief P. M. Arthur, of the great Brotherhood of Locomotive Engineers appears on the scene. The divisions he numbers, called for him. He responds. Now look at it. We beg the special attention of the reader. Grand Chief Arthur *"advised, that as Mr. Sargent was President of the Supreme Council, that he address a letter to the officials seeking an audience. To this note there was appended the names of the four Grand Officers present."* What names were appended to the "note" addressed to the officials by "Mr. Sargent, President of the Supreme Council" of the Federated Orders?

Grand Chief P. M. Arthur, B. of L. E.

Grand Master F. P. Sargent, B. of L. F.

Grand Chief G. W. Howard, B. of R. C.

Grand Master S. E. Wilkerson, B. of R. T.

For the time being, at least, Mr. Arthur acted with the *Federated Orders*, and, in a very important sense, with the SUPREME COUNCIL. There stands the record—Federation on the Q. & C. was accomplished, and the moment it was accomplished, victory was won and the right triumphed.

Eighth. Who denies the superior strength of the B. of L. E. on the Q. & C.? Not one. Who envies them their strength and influence everywhere? No one. Who questions the fact that the Engineers were potent in securing justice to the wronged Conductors on the Q. & C.? We never heard an intimation to the contrary. We feel a just pride in the action of Divisions 35, 95, 198, 230, 281, 363, 426 and 436, on the Q. & C. They are made up of brave men, and all honor is due them for their uncompromising devotion to manhood and principle. They stood by the outraged conductors, and contributed the full measure of their strength to redress their wrongs. Their action was manly, fraternal, heroic and chivalric. There are some things connected with the action of these Divisions which in an exceptional manner entitle them to more than an ordinary share of grateful remembrance. Disregarding all pettifogging objections, they federated. Recognizing the full measure of the wrong inflicted upon the discharged conductors, they required their Grand Chief to participate in the efforts of the weaker Orders on the system, to secure justice, and Mr. P. M. Arthur may well afford to boast of results.

When any one feels disposed to protest against federation, they should read the account of the splendid victory achieved on the Q. & C.

England, within a brief period, has invested \$60,000,000 in American breweries; a happy business.

TWO GREAT SPEECHES.

The speeches of Hon. Daniel W. Voorhees, of Indiana, and Hon. Isaac M. Jordan, of Ohio, in defense of Marshall Lafferty, formerly conductor on the Ohio & Mississippi railway, have been prepared in pamphlet form and can be had by enclosing fifty cents to Marshall Lafferty, conductor E. & T. H. R. R., Evansville, Ind.

Mr. Lafferty was arrested at the instigation of the General Passenger Agent for alleged irregularities in his duties—, he was tried by jury and acquitted. Mr. Lafferty has now brought suit against the O. & M. company in the sum of \$100,000 for damages.

The speeches of Messrs. Voorhees and Jordan are among the greatest ever delivered before a jury and are worth ten times the price asked for them. Anyone having fifty cents to spare will get his money's worth, besides helping a worthy conductor, Marshall Lafferty, in his struggle to secure what is justly his due.

THE SUPREME COUNCIL OF THE UNITED ORDERS OF RAILWAY EMPLOYEES.

The Supreme Council of the United Orders of Railway Employees meets at Chicago in annual session, on Monday, June 16, 1890. It will be in many regards, an important session. Questions of grave import will be submitted and discussed. Quite likely, members of the B. of L. F. will have propositions to submit, and they will be welcome, and will receive due consideration. The Supreme Council is animated by a desire to perfect federation on a line that shall secure the largest possible benefits to the Federated Orders, and all matters relating to the consummation of an end so desirable will command earnest attention.

THE German papers report that at the recent election in that country, the Socialists polled 1,457,328 votes, and a workingman's paper remarks that when the workmen of the United States poll that many votes "they will be listened to." The workmen of the United States poll more votes than did the German Socialists, but not for workingmen's candidates. Workingmen make no nominations, they have no candidates, they throw away their votes on candidates of parties, who, when elected, have the faculty of forgetting their pledges.

It is stated that the employees on the Pennsylvania railroad last year contributed to the "Relief fund" \$377,461.19, and the company contributed \$70,160.29—total \$447,621.48. The amount paid out for relief was \$343,569.36. Such figures are worth looking at. It will be seen that the employees contributed all that was paid out and \$33,991.83 more than was paid out.

THE O. R. C. CONVENTION.

Protection Adopted by an Overwhelming Majority.

*E. E. Clark, Esq., Late Grand Senior Conductor,
Elected Grand Chief of the Order*

We have for several days held back going to press for the sole purpose of obtaining the latest possible reliable information relating to the action of the Convention of the Order of Railway Conductors in session at Rochester, upon what is termed the "strike clause" of its Constitution, as also to learn the name of the fortunate member who had won the position of Grand Chief. The wires have amply rewarded our patience and we are able to announce to our readers that the O. R. C. in the matter of seeking redress for wrongs done its members, is now in line with all the great Orders of railroad employes. The O. R. C. has been in existence twenty-two years, but in the matter of protection started out upon an error; never did an Order seek more assiduously to secure justice to its members by a mistaken conception of obligation and duty. It sought to conciliate corporations by yielding to their demands and though ceaselessly repulsed, it still held on to the old methods. Its officers did not comprehend that new ideas and new forces had come to the front, and that a new dispensation had dawned. It was because of this fact that the Brotherhood of Railway Conductors, under the leadership of Grand Chief G. W. Howard, came into existence and now has thoroughly organized more than sixty Lodges, and though in its very infancy, has been instrumental in winning a number of notable victories for its members, which have given it a national reputation. The splendid triumphs of the B. of R. C., we doubt not, exerted a beneficial influence upon the members of the O. R. C., but the rapid growth of the B. of R. C., indicates that in the ranks of the conductors of the country there was deep seated unrest, and a determination to redeem the calling from accumulating stigmas; as a consequence they enlisted under the banner of the B. of R. C., an organization that has demonstrated its comprehension of the needs of railroad employes, and realizing that in these times of colossal corporate power simple organization would not answer the demand, at the earliest practical day came into line under the laws of the federated Orders. While we most heartily felicitate the O. R. C. upon its emancipation from a mistake imbedded in its Constitution, and wish it a successful career in demonstrating to the world the wisdom of its action and most cordially give it the right hand of fellowship, as an organization that in the future will *strike* when all other means of redress fail, we shall

not abate in the least our zeal in promoting the success of the B. of R. C. It started right and with chivalric courage has upheld the right. It comprehended the necessity for an Order of railway conductors in full accord with other orders of railway employes, and the organization now commands universal respect.

At this writing we are not advised as to the course the reconstructed O. R. C. will pursue in regard to federation, but whatever may be its action, we do not hesitate to say that it has done a glorious work and having taken a wise step we do not doubt others will follow in the same direction. There are now two orders of railway conductors in existence. It will be for them to determine their future relations, and it may be possible that in the not distant future, consolidation will occur. We have faith in the wisdom of the great body of railway employes. Demonstration follows demonstration in such rapid succession that a man must be steeped in misanthropy to doubt the triumph of the right. Where there is a will there is a way, and we are satisfied the conductors will find it.

We take this occasion to congratulate E. E. Clark, Esq., late Grand Senior Conductor upon his elevation to the chief executive office of his Order. His advancement has been rapid, showing that his brother conductors have faith in his abilities to manage affairs, and to say that we wish him success in the performance of his arduous duties, but feebly expresses our felicitations.

We cannot afford to close this hasty résumé of topics suggested by the action of the conductors' convention, without wishing Bro. Wheaton, in his retirement, the peace and serenity which should come to all after years of hard work. There is still a demand for active, energetic men out of office, and should Bro. Wheaton desire to continue in the battle and in the storm, we shall hope his equipments may be such as to win victories, or, at any rate, to hold his own.

A CIRCULAR from Angus Sinclair, Esq., Secretary, announces that the next annual convention of the American Railway Master Mechanics' Association will be held at Old Point Comfort, Fortress Monroe, Va., June 17, 1890, with headquarters at the Hygiene Hotel, where the luxuries of the season will be supplied at \$3.00 a day, with sea breezes and ocean views, foam crested billows, etc., thrown in. The *Magazine* wishes the M. M.'s a royal good time at Old Point Comfort.

MRS. CHARLES D. HAINS is the President of the Hains Medina Valley railroad, in Texas. She is said to be a woman of push and rare business ability, as also a lady of refined manners. Possibly, women are to be the railroad presidents of the future.

THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS AND FEDERATION.

We pay the members of the Brotherhood of Locomotive Engineers no idle compliment when we say the great majority of its membership favor federation, as it exists with the four federated Orders of railway employes, viz.: B. of L. E., B. of R. T., S. M. A. A. and the B. of R. C.

To make this alliance equal to any and every emergency, the B. of L. E. is required. With the engineers in line with the conductors, trainmen, switchmen and firemen, ample protection to the members of each is assured, and now, as from the first, we are unable to discover any well grounded objections the B. of L. E. can propose to such an alliance.

We do not hesitate to admit the numerical strength of the B. of L. E. It would be supreme folly to equivocate upon the conquering power of the B. of L. E. when in alliance with other Orders of railway employes it demands that the right shall triumph over the wrong, and the fact that the B. of L. E. can muster a larger force under its banners than some other Orders of railway employes, is an argument in favor of rather than in opposition to federation.

It should be said in this connection that notwithstanding its numerical strength of membership, the B. of L. E., in case of trouble with a corporation, is not strong enough under all circumstances to "go it alone," and engineers know that such exigencies do sometimes arise when the united voice and strength of all are required to secure simple justice, and that in the absence of such an alliance, defeat is almost inevitable.

We but repeat a thrice told tale, but as true as trite, that had the engineers, firemen, trainmen, conductors and switchmen been in compact alliance, acting as one, unified for the welfare of all, the history of the C., B. & Q. affair would have read differently. In this notable battle had federation existed a victory would have been won for the right, and it is universally admitted that the battle was lost because such an alliance did not exist.

It occurs to us that just here it is well to introduce figures approximating actual conditions as illustrative of cogent reasons why the strong, numerically, should federate with the weak. Stated in tabulated form, we have something like the following:

B. of L. E. membership	20,000
B. of L. E.	18,000
B. of R. T.	16,000
S. M. A. A.	6,000
B. of R. C.	2,000
	42,000
	20,000

It will be seen that as matters now stand the federated Orders number 22,000 more members than the B. of L. E., and it is

fair to presume that this per cent. of difference holds good on most of the railroad systems of the country. With such figures in full view, the arguments in favor of federation are greatly strengthened.

But there is another view to take of the subject. It will doubtless be conceded that in proportion to numbers, the greater the liability to have grievances, hence the B. of L. E. would have more grievances than firemen, trainmen, switchmen or conductors. The idea which we desire to present is, that in proportion to the numbers of the federated Orders, the greater the liability for grievances and the greater the demand for the support of the Orders of less numerical strength. In a word, federation is productive of a sense of security to all against wrongs. And thus it happens that the conclusion is almost universal that with federation strikes disappear.

In saying this we are fortunately in possession of facts which triumphantly demonstrate the conclusion. It was not long since demonstrated on the Erie railroad. It was as conclusive at Pittsburgh when the employes contended with some fourteen different railroads. It was a notable victory on the Q. & C., and in many ways demonstrated its power for good on the O. & M. On the Erie the engineers won a victory, at Pittsburgh the yard men, on the Q. & C. the conductors and trainmen, and on the O. & M. the engineers and firemen. And just here let it be said that without federation, for in every instance federation was invoked, there would have been a strike.

We do not permit ourselves to believe the B. of L. E., in the face of all the facts, in the face of logical conclusions, the trend of the mind forces of railway employes will sit down on federation. Once in the federated body, the B. of L. E.'s power and influence would be acknowledged and every problem solved.

We shall not permit ourselves to discuss any proposition calling in question the honor or integrity of the representatives of the federated Orders. It is only required to state that any intimation of dishonorable acts is unworthy of consideration and that the B. of L. E., should it become a member of the SUPREME COUNCIL, will have no cause to regret its action. It will find men and Orders honest and courageous, ready when the exigency arises to maintain every obligation to win victories for the right and to stand firmly by every pledge.

THE Boston Labor Leader says: "Rev. Joseph Cook does not believe in eight hours. That is so much in favor of the movement, anyway." The Rev. Joseph isn't half cooked. He isn't done brown. He needs roasting.

The Westinghouse automatic air-brake is now in use on 20,000 engines and 195,000 cars.

AUTOMATIC COUPLERS.

An Important Bill Introduced in Congress that Should Become a Law.

Hon. L. S. Coffin, ex-railroad commissioner of Iowa, has long been engaged in the philanthropic and patriotic work of securing legislation to reduce the annual slaughter of brakemen and switchmen growing out of the imperfect couplers in use on the railroads of the country. Mr. Coffin has also paid special attention to the killing and maiming of brakemen in consequence of the shameless negligence of railroad corporations in not providing freight cars with properly constructed brakes.

Owing to Mr. Coffin's persistent efforts, a law has been enacted by the Legislature of Iowa, which will, it is believed, be of incalculable benefit to railroad employes, particularly those whose duty it is to couple cars and man the brakes on freight trains. Nor has Mr. Coffin permitted his labors to cease with his Iowa triumph, but has been instrumental in having the following bill introduced in Congress, the full text of which we give herewith:

H. R. 9682.

IN THE HOUSE OF REPRESENTATIVES.

April 24, 1890.

Read twice, referred to the Committee on Commerce, and ordered to be printed.

Mr. Henderson, of Iowa, introduced the following bill:

A BILL

For the Protection of Property, Trainmen, and Other Railroad Employes in Handling Locomotive Engines, Freight Trains, and Freight Cars Engaged in Interstate Commerce.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled. That it shall be unlawful for any corporation, company, person, or persons operating any line of railroad, or for any car or transportation company using or leasing freight cars engaged in interstate commerce, to put into such use any new cars, or cars that have been sent to the shops for general repairs, or when either of whose draw-bars need to be replaced with new ones, that are not equipped with safety automatic couplers or draw-bars, such as will not necessitate the going in between the ends of the cars to couple or uncouple them, but which will automatically couple themselves, and can be uncoupled from the sides of the cars.

SEC. 2. That after January first, eighteen hundred and ninety-five, it shall be unlawful for any corporation, company, or persons operating a railroad, or any transportation company using or leasing cars of any description used in interstate commerce, or in the construction of any interstate railroad, to have in such use for the transportation of freight, or passengers, or both, any car not equipped with the said safety automatic couplers.

SEC. 3. That it shall be unlawful for any corporation, company, person, or persons operating any line of railroad to use any locomotive engine in the work of interstate commerce upon any railroad, or in any railroad yard, after the first day of January, eighteen hundred and ninety-two, that is not equipped with a proper and efficient power brake, or what is known among railroad men as a "driver brake."

SEC. 4. That it shall be unlawful for any corporation, company, or person operating a line of railroad in the work of interstate commerce to run any train in such work after the first day of January, eighteen hundred and ninety-three, that shall not have

enough cars in such train equipped with some kind of power or automatic brake, so that the engineer upon the locomotive can control the train, as passenger trains are now controlled by the engineer, without requiring brakemen to go between the ends or on top of the cars to use, as now, the common hand brake.

SEC. 5. That any corporation, company, or person operating a railroad and engaged in interstate commerce, using a locomotive engine or running a train of cars or using a freight car or "way car" contrary to the provisions of this act, shall be deemed guilty of a misdemeanor and shall be subject to a fine of not less than five hundred dollars nor more than one thousand dollars for each and every offense; and any railroad employe injured by such engine, train, or car contrary to the provisions of this act shall not be considered as waiving the right to sue and recover damages for personal injuries by having remained in the employ of such corporation, company, or person running such engine, train, or car contrary to the provisions of this act; and in any civil action brought against such corporation, company or person by any employe thereof for damages resulting from a personal injury received by the plaintiff in the coupling or uncoupling of cars, or from a lack of such proper and efficient automatic brakes as contemplated in this act, while in the employ of such corporation, company or person, if it shall be established by evidence upon the trial that either of the cars which the plaintiff was endeavoring to couple or uncouple when such injury was received was then and there in use by the defendant in violation of any of the provisions of this law, the fact that the injury to the plaintiff was caused in whole or in part by the neglect or carelessness of any other of the defendant's employes, or that the plaintiff's negligence or carelessness contributed to the injury, shall not be any defense to the action or received in evidence, but that one of said cars or engines was then and there in use on said railroad, contrary to the provisions of this act, shall be deemed conclusive evidence of gross carelessness on the part of the defendant.

SEC. 6. That it shall also be the duty of the Interstate Commissioners to require all corporations, companies, and persons engaged in interstate commerce as common carriers to report annually under oath the number of cars used in such commerce, and the number equipped with automatic couplers, such as are contemplated in this act, and what kind and the number of each; also the number of engines used in such commerce, and the number equipped with "driver brake," and the kinds and number of cars used; and also the number of cars equipped with power or automatic brakes, and the kind used, and the number of each, all of which shall be included in their annual report.

SEC. 7. That whenever any railroad company, corporation, person, or persons engaged in the transportation of interstate commerce on any railroad shall have equipped their rolling stock, either prior to or by the time of the dates fixed in this law, with such automatic safety appliances as are contemplated in this act, such corporation, company, person, or persons may lawfully refuse to receive cars for transportation over their own lines, or for switching purposes, from lines of connecting roads that are equipped with such automatic safety appliances that will work, interlock, and interchange automatically with the system of automatic couplers and brakes in use on its own rolling stock.

SEC. 8. That this act, being deemed of great and public importance, shall take effect upon its promulgation by the President.

It would be difficult to prepare a more important bill. To pass it becomes almost a sacred duty. In operation with all the provisions strictly enforced, it would save more lives than the life-saving boats and appliances on all the coasts of the continent.

We write for the purpose of urging railroad employes throughout the country to promptly prepare and forward to their

sentatives in Congress petitions earnestly urging the passage of the bill. No time should be lost. The wording of the petition should be simple. Give the number of the bill, the committee to which it was referred, and then urge prompt action. Let the petitions pour in by thousands. Every Lodge and Division of railroad employes should act, and act at once. This done, we believe the bill will be acted upon and become the law of the land during the present session of Congress.

A WRITER whose mental optics are far seeing expresses the opinion that "within the next ten years some of the grandest pieces of engineering ever conceived will be started. Bridges will be commenced which, if talked of now, would be regarded as chimerical. Houses fifteen to twenty stories high will be built. Tunnels are to be built under cities. Pneumatic tubes will be constructed to carry passengers three miles per minute." Such schemes may appear visionary to some, but engineers do not think so, and they are engaged in giving them practical shape.

THE *Chicago Rights of Labor* refers to the fact that Mr. Robert Lindbloom, "the millionaire Board of Trade man," delivered an address at a meeting of carpenters in that city, and among other things said: "It is now for you to regulate the supply of labor. If the carpenters work eight hours a day instead of ten, is not the supply of that particular commodity reduced one-fifth? You are on the right track now. Try to decrease the supply of labor and labor will become more valuable." It is quite generally believed that there are one million idle men in the United States, who are willing to work, but cannot obtain it at any price. In multiplied thousands of instances, men and women are at work at starvation prices, just enough to keep their agonized souls in their wretched bodies, just enough to keep them on the ragged edge of famine, while some are receiving fair wages. Why are labor affairs in this wretched condition? It is because labor is not organized and federated - just that and nothing more. Why is labor not organized and federated, and able to dictate wages? Let them answer who can. Why are labor organizations occupying, in many cases, antagonistic attitudes? Is it because of the jealousy of labor leaders, or the labor press? Is it owing to ignorance and prejudice? Whatever the obstacles to unification may be, they ought to be removed. We all understand the character of the "scab," but it is questionable if the "scab" is the worst foe of organized labor. One thing is certain, the ills to which labor is subjected will not only remain, but will be increased, as long as labor organizations refuse to federate and regard "an injury to one the concern of all."

S. P. WELLER.

The *Magazine* takes special pleasure in making mention of Mr. S. P. Weller, Division Master Mechanic on the Missouri Pacific railroad, residence, Sedalia, Missouri. Mr. Weller is in the very prime of young manhood, and thoroughly equipped for the responsible position he holds, and it would be difficult for the company to find a more valuable man. Mr. Weller knows how to handle men. He is a strict disciplinarian without the semblance of arrogance; a quality which men are quick to discern and appreciate. He demands of employes a strict performance of duty, and this done he sees to it that all their rights are maintained, and is prompt in recognizing merit. We regard Mr. Weller, as an exceptionally well qualified railroad man, and expect to see him at an early day occupying a still more advanced position in railroad affairs.

We have on our table the *Switchmen's Journal* for May, No. 1, Vol. 5, enlarged by the addition of sixteen pages, and otherwise showing improvement and a determination on the part of the publishers to keep abreast of the times. We regret to notice the "good bye" of Mark L. Crawford, whose vigorous pen, in the past, has given the *Journal* a commanding position in the labor literature of the day, but as his "good bye" is not a "farewell," we shall expect to hear from him in the future. As we respond to the "good bye" of Mr. Crawford, we read with satisfaction the article of John Z. White on "What are Labor Organizations Trying to do?" and shall anticipate more good things from the pens of other writers as promised. We congratulate the publishers of the *Journal* upon its advanced position in the list of labor publications, and wish it a success equal to its acknowledged merits.

Is the discussion of federation now going forward, the statement has been made by those opposed to it, as an argument to demonstrate the folly of an organization of superior numerical strength federating with one of less membership, that the Brotherhood of Locomotive Engineers has a membership of 27,000.

We have seen this statement before but have not been inclined to question its correctness, but when it is used as an argument against federation, in which we are all vitally interested, it must bear the test of inquiry and be susceptible of proof. Is there anyone connected with the B. of L. E. who will make affidavit that the bona fide membership in good standing of that organization is 27,000?

We do not pretend to state the membership of the Engineers' brotherhood, but we speak advisedly when we say that it is not 27,000 by several thousand.

MASTER WORKMAN T. V. POWDERLY some time since made a speech in Boston, reference to which was made by the *Boston Globe*. Mr. Powderly's topic was, "American Labor." The *Globe* says:

After alluding to the reason for his presence in Boston, he spoke of the dignity of labor, and said he felt that his mission was to point out to the wage-earners the right to take hold of that which belongs to them, but not that which belongs to any other man, and that he should aspire to do so as by right. He urged the manufacturers and business men to take a more lively interest in them, that they may enjoy better circumstances, such as will enable them to become good, self-respecting citizens. This they cannot be if they are forced to live on food that is fed to hogs.

The foregoing is a somewhat remarkable paragraph. When did the Boston workingmen "take hold of that which belongs to any other man?" Is it to be expected that "the manufacturers and business men" of Boston will take such a "lively interest" in "wage-earners" as to provide them with better food than is fed to hogs? Labor must be tremendously dignifying if wage earners "are forced to live on food that is fed to hogs." It might be well for Mr. Powderly to exhort the "manufacturers and business men" of Boston not "to take hold of that which belongs" to wage-earners.

In the editorial article captioned "Justice" in the *Engineers' Journal* for May, the statement is made that "at the time of the adjustment of the grievances on the Q. & C. there was not a single lodge of Brakemen, and only one lodge of Firemen on the entire system of 1,150 miles of road."

The fact is that at the time of the adjustment of grievances on the Q. & C. there were eight (8) lodges of the Brotherhood of Locomotive Firemen in good standing and in working order, so that the statement above quoted contains just 12½ per cent. of truth, a fair average for the entire article captioned "Justice," with Bro. Rogers, of the *Brakemen's Journal*, still to hear from. We refrain from further comment out of regard for the great body of engineers who make up the B. of L. E., and who are earnestly endeavoring to place their Brotherhood in alliance with other organizations of railway employes, whose advancing columns are marching forward under the banner of Federation, to certain victory.

We are indebted to the Elliott Frog and Switch Company, East St. Louis, Ills., for a neatly bound catalogue, containing numerous engravings showing the various kinds of railroad frogs, crossings, switches, etc., manufactured by the company. The catalogue contains much other valuable information relating to railroads, such as the number of rails per mile, as also spikes, bolts, etc., very handy for those who are engaged in railroad building.

In 1835, a London newspaper saw many direful things likely to happen if the craze for building railroads was not subdued. The idea of being whirled through the air at the rate of twenty miles an hour was horrifying. The noise the train would make, the stench of the smoke, the frightening of cattle, sheep, swine and horses, night and day constituted objections to railroading that the John Bulls ought to mightily protest against, and a great many of them did protest. But the craze did not subside, and John Bull has been very much developed by the introduction of railroads in his dominions. In view of such facts it is not surprising that John Chinaman is to-day very much like John Bull in 1835, and may be fifty years hence just where John Bull to-day.

"DURING the years 1887 and '88, when Mr. Arthur and Mr. Sargent conferred with each other, every interest desired for the betterment of the B. of L. and L. F. was accomplished, except the settlement of the grievances of the C. B. & Q. Brothers. Of fifteen cases presented for their consideration fourteen were honorably adjusted to their entire satisfaction."—Editorial in *B. of L. E. Journal*, May.

Was there any federation in this? Were there not perfect federation between the B. of L. E. and B. of L. F. in the settlement of these grievances? No one will deny it if all the Orders had been federated. The word *except* in the above paragraph, written at a cost to the engineers and firemen of the country of \$1,500,000.00, of untold suffering and want, would have been omitted.

"THE B. of L. E. has no use for federation"—*E. J. Rauch* in *Engineer's Journal* for May. That is what Van Tassell of New York said so emphatically before he was kicked out of the B. of L. E. for stealing.

Literary Notices.

The *Arena* for April is a particularly attractive number, as the following table of contents indicates: Frontispiece, Bishop J. L. Spalding; "Religious Morals and the Public Schools," an exhaustive paper by Rev. Minot J. Savage; "God in the Constitution," a reply to Colonel Ingersoll, by Bishop J. Spalding; "A Newly Discovered Law in Physics" by Stephen M. Allen, A. M., LL. B., F. R. S.; "Eternal Punishment," by Rev. W. E. Manley D.; "The Mask of Tyranny," an arraignment of "Socialism," by Wm. Lloyd Garrison; "Of Day House," a pen-picture of the life and work of Benjamin Disraeli, by James Realf, Jr.; "Why and cause," the second "No Name" paper; "Child Slavery," a symposium, Helen Campbell, Rabbi Solomon Schindler, Jennie June, A. A. vaillier, Florence Kelley Wischniewetzky and Orchardson; "Ungava," a Canadian idyl (translated), W. H. H. Murray; editorial notes. The *Arena* has firmly established itself among the most of the great magazines of the day devoted to the serious discussion of great living themes, may well be termed the acknowledged leader of liberal thought in the magazine world.

The attention of our readers is called to the advertisement of G. A. Schlechter, of Reading, Pa., which appears elsewhere in our columns. Mr. Schlechter is an extensive manufacturer of jewelry and is to us highly recommended as a fair and square business man who guarantees satisfaction to every patron.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month

JOLIET, ILLINOIS, April 21, 1890.

MR. EDITOR:—I notice that in your March issue (page No. 138) you publish an attack on the Illinois Steel Company's Club, at Joliet, Illinois. It is to be hoped that in a spirit of fair play you will also publish the following reply, the *facts* of which can and will be verified by myself if you so desire, as I have investigated and know them to be *correct*.

Whittier concludes his poem of Maud Muller by saying that the words of saddest import are: "It might have been;" a more sportive genius (Bret Harte) has corrected him by saying that sadder far are the words: "It is, but not ought to be." This precisely represents the writer's view of the article published in the *Magazine* for March under the heading: "The Spider and the Fly Business." It *most decidedly* "ought not to be." With surprising egotism the writer assumes that the Illinois Steel Company has 2,000 employes and that all of them are of intellect so dense that they will walk into this web, alias, the Steel Works Club, and deposit their \$2.00 without suspecting the atrocities that are so palpable to his finer senses. Surely some trifling percentage of these men are capable of attending to their own interests.

The important points, however, and the only ones that really need any reply, are the gross misstatements. The Illinois Steel Company did build the Steel Works Club House; they also equipped it, and the cost was considerably more than \$50,000. Having done so they leased it to a board of directors selected by vote by the members of the club, they leased the whole building, without any reservation whatever, and the consideration paid was *one dollar per annum*. What per cent. this gives on the capital invested I will leave for your informant to figure out. But as he seems inclined to admit that they might reasonably expect to get six per cent. on their investment it should be evident that the company having sunk the sum of \$50,000 in this enterprise and receiving no return on it, are practically giving \$3,000 per annum for the good of their employes.

But this is not all. The Illinois Steel Company pays the salaries of the club employes, viz: superintendent, librarian, janitor, instructors, door-keepers, etc., it pays for papers and magazines, for additions to the library, for repairs, for all cleaning materials, for fuel, and lights, in short it pays all the running expenses of the club, these figure up to \$1,200 per annum, making with the interest, \$7,500. This amiable "spider" (?) therefore, before asking his employes to come up and spend "round sums" of \$2 per annum for themselves pays, himself, \$3.75 for each one of them.

Your informant pictures to himself this heartless corporation gloating over its eight per cent. wrung in round numbers of \$2.00 from its oppressed workmen. It is a genuine pleasure to reassure him, THEY DON'T GET IT; NOT A CENT. The membership fees of fifty cents per quarter are paid to the treasurer of the club, and are expended by the board of directors of the club in supplying entertainments, lectures and classes to the members. No shareholder of the Illinois Steel Company can be a member of this board.

Let me briefly sum up what I have said. The Illinois Steel Company has given into the control and management of their employes property to the annual value of \$7,500. The employes themselves, or such of them as *desire* it, give a subscription of \$2 per annum, which they control absolutely from first to last. Where then, comes in the chicane, and where, above all, the lucre?

The company, however, does hope to profit, by its enterprise. It hopes to have healthier, men, happier men and men leading lives more nearly akin to that which is man's birthright. In fact, it hopes to get a return in just such ways as the writer of the article in question would not like to admit. The club nor the Illinois Steel Company does not interfere with labor organizations, and most if not all, of the members of the club are members of the various societies with which the company treat annually. The club represents no church, no political opinion and no man's hobby, it is simply a step towards that good will which it is to be hoped will be a very important factor in future adjustments between capital and labor.

Finally I must express my sorrow that it should be permitted any man to condemn as fools 2,000 workmen as intelligent as any in the country, and as knaves a corporation, that (whatever may be our opinion of corporations in general) is certainly showing a wise generosity worthy of emulation elsewhere.

It has always been our misfortune, probably our greatest one, that we give audience to presumptuous ignorance as freely as we do, but perhaps this is the first time a corporation has been represented as offering education in all its different forms to its workmen as a means of keeping them in bondage.

P. S.—There are no Corbins connected with this company, thank God.

Yours fraternally,

Myron S. Perrigo.

PORT JERVIS, N. Y., May 5, 1890.

MR. EDITOR:—As I have never seen anything in your valuable *Magazine* about Deer Park Lodge, No. 1, I have concluded to write and let the world know that we are in a flourishing condition. Some of the old members are a little slack about attending meetings; a good many being promoted to the right side, haven't the time to attend meetings, but they most all stick to the B. of L. E. Now, I say, let us new members take hold and keep No. 1 where it always has been, one of the most advanced in the Order. I hardly know what our Lodge would do if we were to lose our Master. He seems to be our main support. Rumor says he is about to take a wife and we all know he is not far from promotion, but in spite of all we can't spare him from the head of our Lodge. Our Secretary is already promoted, but he is the same "Billy," and is with us almost every meeting. I have only a few words more to say and that is in regard to the writer who signs himself "Kicker," in April *Magazine*. He ought to be kicked P. D. Q. I have no wife, but if I had and would talk like the "Kicker" does, I would want to be loaded with a car of hogs and shipped to Stevens Point and take the "Kicker" for a partner, otherwise I am near enough to him. I for one find the Woman's Department very interesting and hope it will continue as heretofore. As this is my first attempt in writing to the *Magazine*, I hope it will not find the W. B. Hoping the *Magazine* will keep on prospering and give it to Corbin and his like, I remain,

Fraternally yours,

Pete.

ST. LOUIS, MO., April 28, 1890.

MR. EDITOR:—The members of Industrial Lodge, No. 21, recently, tendered a grand surprise party to our Receiver, Wm. C. Linck, at his residence, 2803 St. Louis avenue. The light fantastic was tripped until midnight, when the guests were seated at the elegant supper prepared for the occasion by Mrs. Linck. Among those in attendance were Miss Ella Needlen, Miss Lu Close, Miss Anna Tigh, Miss Dush, Miss Kistner, Miss Patten, Mrs. Diemert, Mrs. Mahoney, Mrs. Hoffman, Miss Stutiman, Miss Kickers, Miss Linck, Miss Hahl, Miss Henchet, Miss McCormie, Miss Harrison, Miss Rudd, Mr. W. M. Herkle, Mr. Volker, J. E. Murphy, W. A. Murphy, D. R. Martin, H. H. Webb, Chas. Harvard, W. M. Cowen, Eli Giclas, O. L. Dering, John I. Martin, E. Howard, Gus Loheman, John Lemihert, Charles Ard, Frank Morlie, Harry McGruene and others. A most enjoyable time was had and the occasion will be long remembered.

Member of No. 21, B. of L. E.

CHICAGO, May 6, 1890.

MR. EDITOR:—The time is rapidly approaching when our worthy Grand Master will blow the breath of life into, and his gavel start upon its journey the Second Biennial Convention of the Brotherhood of Locomotive Firemen. Why does the B. of L. F. hold conventions? To enact laws for the government of the Order as time and occasion demand, and modify or repeal cumbersome existing ones. Is there any that stands in need of modification or repeal at present? The writer believes there is, and struggling under this conviction, wishes to invite our members to an inspection of one of our present laws; viz: the insurance feature of our Order. Why was the B. of L. F. organized, and why is it perpetuated? From data at hand, principally the preamble of our Constitution, we learn that it was organized "for the purpose of uniting Locomotive Firemen, and elevating their social, moral and intellectual standing; and for the protection of their interests and the promotion of their general welfare." There follow then a few arguments why those reasons existed, but those are the principal reasons why our Order was organized, closing with our motto, "Protection, Charity, Sobriety and Industry," supposed to be a beacon light for our instruction and guidance.

Is our Order animated and conducted in accord with the foregoing preamble and motto? No; and I propose to show that the aims and objects of the Order, as outlined in the preamble and motto, are not the end sought, and the entire machinery of the Order is subserved and subordinated to the purpose of fostering an insurance association at the expense of labor.

It is plainly evident, from the language employed by those who framed our preamble, that they intended the B. of L. F. should be a labor organization; it is still further evinced by the action of the Philadelphia Convention in declaring it such, and I understand from the columns of the *Magazine* that it poses as such. And now I wish to inquire why the interests of labor are not made supreme and pre-eminent to all other interests of our organization? Why is it that a man who is a staunch friend of labor, perhaps a martyr to it in the past, sober, charitable, industrious and intelligent, is debarred from participating in the benefits of the B. of L. F. until he contracts to pay a tax of \$4 a quarter out of his scanty earnings, to a fund for the purpose of granting legacies to strangers, and be reassured with the knowledge that under no circumstances will he ever receive any substantial return for the same. Perhaps some brother will doubt the truth of the last clause in the above sentence; if so, let him examine the *Magazine* for the past fifteen numbers, and he will see that out of a total of 218 claims allowed since the revision of our total disability laws at Atlanta, only 26 were for total disability, while 192 were for actual deaths, which means that our members received a direct benefit of \$39,000, while we paid to outsiders the sum of \$288,000; we got 12 per cent., while they got about 88 per cent. Is this the proper way to achieve success as a labor organization? Is it fair to compel our members to pay a tribute of \$4 per quarter to something that has no connection with labor whatever, before he can, or will, be rated as an equal with his fellow-firemen? I claim it is not.

Let us be consistent: During the past year or two the columns of the *Magazine* have teemed with letters denouncing the B. of L. F. for refusing to admit to their organization members of the B. of L. F., making the assertion that it was no concern of the B. of L. F., and that it was an infringement of our liberties for them to dictate, or inquire into our connection with the B. of L. F. Now, I claim that it is just as arbitrary and dictatorial for us to insist on a candidate's subscribing to and supporting our insurance feature before we admit him, as it is for the B. of L. F. to insist on a candidate's not subscribing to and supporting it before they admit him to their Order, and every other argument which has been advanced against the B. of L. F. for their system of coercion can also be advanced against ours, for both are the products of selfishness, and actuated by the same motive; viz: a desire to compel the younger element to provide a competency for the families of

the old members after their death, a duty that they themselves have neglected to perform.

And that it is a system of exclusion and selfishness there can be no doubt, as there are a large number of firemen who cannot afford to belong to Order at present, and pay \$5.75 per quarter, but would doubtless find it an easy matter to pay \$8 per quarter, the exact cost to each member per quarter minus the insurance. Not only does it prey upon firemen from joining, but think how many it has caused to leave.

Search our expulsion list, and you will find that there has been a very small number expelled, being untrue to the interests of labor, while there have been thousands expelled for being unwilling to pay their assessments, and in each case I hold that it is wrong to expel them. Can their insurance policies, but do not brand them traitors to organized labor for refusing to support insurance association. And I claim that every expelled is an emphatic protest against our system of compulsory insurance.

Now, I want it distinctly understood that I am attacking the insurance feature of our Order. I believe the cost of it is very reasonable, and just from the exhibit furnished by our worthy Editor on page 323, April *Magazine*, I learn that it compares very favorably with the several other railroad organizations.

But the cost or utility of our insurance is not what I am protesting against; it is against the slight adjustment of our laws which compels a member to support it. Now, let us change the compulsory nature of it, make it as attractive as possible, and all of our members will support it, so we will continue, and if any of the brothers refuse to renew their insurance policies, then it will prove an assertion that it is coercion in its present form. Coercion is wrong, and a wrong in our laws is something for the next convention to rectify. It is sound logic, and that it can be proven, others have challenged by a

Newspaper

MAUCH CHUNK, PA., March 9, 1890.

Editor Locomotive Firemen's Magazine:

As I do not want the entire Brotherhood to feel that Lehigh Lodge, No. 251, is dead, I write to you. We are still alive, wide awake and in first class condition. We number seventy-four members, and I think is doing right well for a mountainous country, and what is better still, the boys are all ready to stand up for the B. of L. F. every time. If a brother finds his way to Lehigh Lodge he meets friends of the right spirit and will not get discouraged.

Our Master, Wm. Spence, noted for his skill is the right man in the right place, and when the chair the boys attend to business; in fact, we are first class officers, and the membership is the best.

In regard to a change of name of our Order, seventy-four members, we have about thirty engines and I can vouch for them that the name B. of L. F. is satisfactory to all of us, and we hope it will be so. The most of our engineers have run from ten to eight years, and they are not ashamed to wear pin or emblems of the B. of L. F. in any shape or form. I have been watching and reading the *Magazine* right along and I find that some of our promoted firemen, after running an engine a year, are those who want the name changed. I say, for two years or better I have been put on the throttle, and I am proud of the name. I esteem myself lucky to wear the letters, B. of L. F.

I would like to ask through the columns of the official organ, how the kickers would like to see the United States of America change the name of the Terra del Fuego, or some other big name? I give my answer, and I can speak for our full membership here at Mauch Chunk. Our forefathers fought for their freedom, and so shall we for the old name of L. F., and if the kickers are ashamed to belong to the Order or show the colors representing the L. F. let them pay up like men and withdraw from one where they can wear something that shows that they are a big gun or one pulling a thousand. These are my sentiments.

Yours truly,
Homer P. A.

THE SONG OF THE SCOOP.

A few nights ago, as I lay in my bed
And mused o'er the freaks of the living and dead,
My tired eyelids drooped o'er my much fatigued
eyes
And to air went my thinking, so deep and so wise.
And I had a queer dream, such a comical one,
That surely the moon or the stars or the sun
Ne'er shone on a man or a woman or child.
Who had looked on a vision so funny and wild
As my dream of the song of the scoop.

I thought my old scoop, which so long I had used,
Had pounded and battered and often abused,
Came into the room and hopped up to the bed,
And stroked back the hair on my wondering head.
Then he stood on his head and he winked his feet
And a break-down he danced, so peculiar and neat.
That I called for a song and a ballad he sang
In a voice in which quivered a No. 5 twang.
And this was the song of the scoop.

"Of all tools invented and fashioned by man
For the good of himself or his nation or clan,
The shovel's rank first for they gain him his bread
While through life he goes stumbling, and when he
is dead,
They throw out the earth and a cavern they make,
Where at ease he may lie and his last slumber take;
They help him descend and they help him to rise
And they help him rob old mother Earth of her
prize."
'Twas thus ran the song of the scoop.

"And of all the great army of shovels and spades,
Which are used in most any conceivable trade,
To the family of scoops the most honor is due
For they, of all tools, the most staunch are and true.
And of all scoops now rattling so often and loud
The fire-boys' scoop has the most right to feel proud;
They're the bravest of scoops, the most wiry and
strong,
And that is the family to which I belong."
Kang the song of my merry old scoop.

"We never complain and we willingly go
Through sunlight or moon light or rainstorm or
snow,
And we scoop up the "diamonds" and make the
fire roar.
And merrily rattle and bang on the door,
And we twist and we turn and swing forward and
back,
From the deck to the door, from the door to the deck,
And whether the weather be dripping or dry,
To keep the "white flag" always floating we try."
So boasted my jolly old scoop.

"And last, but not least, of the things that we do
And of which we are proud, and quite justly proud,
too,
We earn for the fire-boy the beef steak and "spnds."
Which fatten him up and put strength in his blood.
We give him warm garments and muscles of steel
And make him feel jolly from topknot to heel.
We feed his sweet wife and his girls and his boys
And bring to his hearth and his heart countless
joys."
So merrily warbled the scoop.

Here he stopped, winked and balanced himself on
his toe,
And all over me and the bed did he go,
Then he polkaed o'er every square inch of the floor,
Then sang "Annie Rooney" and skipped through
the door.
Then I sat up in bed and I laughed loud and long,
But still through my mind would come buzzing his
song.
So I put it in rhyme and I leave it to you
To say if his ditty be false or be true,
This comical song of the scoop.

Spasmodic.

TAYLOR, TEX., May 10, 1890.

MR. EDITOR:—For the first time since its organization in April, 1885, the members of Alamo Lodge, No. 233, are called upon to mourn the loss of a member, Bro. James Cavanaugh, who died at San Antonio, Texas, at 6:30 a. m., on April 14.

Pursuant to instructions from the Lodge, the brother's remains were embalmed and placed in a metallic casket and shipped to Taylor, where the casket was taken charge of by members of the Lodge in full regalia, and borne to the parlor of the Dwyer hotel, where it remained until 11 a. m. on the following day, when the remains were shipped to Ellsworth, Kansas, the home of his mother.

The remains of Bro. Cavanaugh were accompanied to Ellsworth and laid to rest in the cemetery at Lone Walnut, by Bros. E. P. Curtis and R. T. Maher, assisted by friends of the family.

We are indebted to Assistant Master Mechanic F. W. Adams, of the International & Great Northern R. R. and the officials of the Missouri, Kansas & Texas R. R., for courtesies extended. We are also indebted to the members of Pottawatomie Lodge, No. 223, for their kindness in purchasing transportation for us from Junction City to Ellsworth and return.

We assure these men, to whom we are greatly indebted, that no body of men could more appreciate a favor. From the bottom of our hearts, do we thank them for their kindly acts, and reassure them of our profound gratitude and regard. E. P. C.

PITTSBURGH, April 6, 1890.

Editor Firemen's Magazine:

The question is asked in our April number why is it necessary to keep and maintain an insurance in the B. of L. F.? I say B. of L. F. because it must be the organization Brother Trenholm has reference to. First of all, because a good many men will join a labor organization that would never join any benevolent order, and the consequences would be, should no compulsory insurance system be attached, that ten chances to one, in case of death, the family would be left in destitute circumstances. Second, a system of relief in case of sickness, disability or death conducted by raising collections would be far more detrimental to the Order at large than our present policy system. This applies especially to localities where our membership is small. Third, because it would take 33 1/3 years to scrape together \$1,500 at the rate of laying aside 13 1/3 cents per month. Brother Trenholm, do not advocate a course which would prove a failure to the splendid condition which our Order at present is in, do not take away a blessing and institute a curse; for that you would certainly do by abolishing the policy of our Order, as it would necessarily establish the donation business in a good many cases, and instead of gladdening the heart of many an old and feeble mother, wife and children with a check for \$1,500, which of course would not be an independent fortune, you would not be able to raise enough to buy a decent coffin. I am working on a road where every man excepting three belongs to a labor organization whose insurance is not compulsory. We have over 275 men in the Lodge at present whose wages average \$2.15 per day; the collections raised in the above named manner I would not want to take to the Poor Board, to say nothing of taking it to the family of a man whom I called a brother, because I would be ashamed to show them that his friends (?) did not have a heart in them larger than a pea. I have had too many cases of this kind come under my observation to ever let it enter my mind to advocate the abolishment of our insurance system. I will say no, and no again. I will save on something else, I will make sacrifices time and again in order to lay aside my little \$1.33 1/3 per month, and say go forth, I don't need you, although the amount is almost too insignificant to mention, in the home of the feeble mother or sorrowing widow, as no doubt you will be needed there. It is a joy to me to know that I belong to an Order whose motto of protection is not only there because it is customary to have one, but that its meaning is carried out twofold. As to making excuses for firemen who consider the cost of the Order which prevents them from joining, I would say let them stay out for I guarantee they would not make good members.

The dollar they pay out looks to them like a barn door, but the value they would receive is only a second consideration. Men unable to judge the value of our Order are of no earthly use as members. Again, as referring to our own members being expelled for non-payment of dues, I would like to ask any brother if there is an honest excuse for one out of every ten so expelled? The readers of this article are kindly requested to read my article on page 332, Vol. XIII., and if there are any that could show up a less income than mine then I will take a back seat. Having been Receiver, or acting Receiver ever since the first month I went into the Brotherhood, close observation has showed me that in the Lodge, No. 378, out of ten members expelled for non-payment of dues, there was not a single one who could honestly say that he could not have paid his dues had he been so minded. A good many and almost all these excuses are idle talk. If there is a will there is a way. I have also the first case to hear from yet where a brother has asked to be carried by his Lodge and was refused, providing he was deserving. Brothers lay away one-third of your dues in each month of your quarters and you will find it not so hard to get along.

Yours fraternally,

F. J. Thomer.

SAVANNA, ILL., April 6, 1880.

Editor Firemen's Magazine:

I notice the past few numbers of our *Magazine* contain communications from some of the brothers, which might be construed by the people at large as fair samples of good old-fashioned "kicks," while the brothers in question only intended to make a few remarks. Well, boys, that's right! If you don't like it, spit it out! You will perhaps feel better when you get through and so will the rest of us; at least, a great many here feel that way. Of course the *Magazine* is ours; so is the Editor. You have a perfect right to accuse him, abuse him and play horse generally with him; and he mustn't say anything back. Isn't that the idea? Now the columns of the *Magazine* are open for the expression of our ideas, be they what they may. Let every man express those ideas, but at the same time he must not feel discouraged, if the editor or some of the brethren feel disposed to take him to task concerning his ideas. Perhaps he may be led to see that they are entirely wrong. As I understand this controversy, it all comes from the fact that some one thinks he has the right to express ideas different from other people and that because the editor has seen fit to topple over his "air-castles" he should be soundly taken to task. Now boys, be generous! Allow the editor the same privilege you claim yourself and you at once remove all cause for further "personalities," for it has come to that and no more. It may be that you have been denied space because your opinions differed with those of Brother Debs, but my experience with the editorial fraternity has led me to believe that they want no better "snap" than some one to disagree with them. If I were you, I shouldn't give him that much satisfaction. Our *Magazine* is read by thousands who are not in our Order but whose good opinion is worth much, and I do not think it looks well to see three or four pages taken up every month in a controversy, that may be funny to some but disgusting to others. Better use those columns in discussing some "anti-back-breaking" attachment for "ten-wheelers." Allow the editor the privilege you ask yourselves, and all will be quiet once more. We have too much at stake to allow such small matters to mar the usual good feelings which exist in our noble Order.

I am going to speak my thoughts concerning federation. I believe in it, and when that is said it means a good deal. I think that every employé in these United States should be under the control of one grand head composed of one or more representatives from each department. I think when that is accomplished the interests of a section man drawing \$1.00 per day should be looked after as closely as those of an engineer, drawing a salary of \$50.00 or \$200.00 per month. I do not believe in strikes, but with labor so organized we will at once remove all cause for them. We will then have our employers in about the same boat they have the majority of

the laboring class of this country to-day, viz: who "Paddy had the hen." At any rate, should we be compelled to strike, we could strike hard. I do know what to think about that change of name. It would sound pretty nice though—B. of L. wouldn't it? We could wear a great big pin and unsuspecting might think we were "brave engineers" when in truth we were only common "handlers." I believe it would disguise us to such extent that we would "stand in" a good deal better with the girls; eh! Suppose we try it. Those of who are firemen, will derive just as much benefit from the Order as we now enjoy and perhaps engineers will be benefitted by it. Now, Mr. Editor, if you throw this aside and say nothing we'll be friends. But if you publish and give me "aussie" you'll never again hear from an

Extra Man

FT. SCOTT, KANSAS, March 20, 1880.

Editor Firemen's Magazine:

Just let me say this to the Brotherhood, boys: H. C. Lord Lodge, No. 153, is alive and flourishing. We have twenty-nine members; six are away all time. The average attendance, at meetings, is which I think is good, considering that they are road men but two, and there is a good deal of summer work on the Gulf road.

We think that federation is just the right thing and the only thing for all labor organizations is to federate to keep even with the corporations that employ them. The boys here are not in favor of the change of name. They think the good name, Brotherhood of Locomotive Firemen is enough.

As representation by districts is to be brought at the next convention, I will say, for my part, I am not in favor of it by any means. Under present law, one man can represent three Lodges for the expense, the Subordinate Lodges have to stand that and if a Lodge cannot afford to send a delegate let them pay their pro rata share with another Lodge on the system and let one man represent both Lodges.

We had our seventh anniversary and ball on Friday evening, March 25th, and it was a grand success socially and financially. The boys worked well and every one had a good time. Supper given at the Tremont House and there were two couples who sat down at the banqueting table from the Ft. Scott *Daily Tribune* the following

"The anniversary ball of H. C. Lord Lodge, of the Brotherhood of Locomotive Firemen at Ft. Scott, last night was a brilliant and successful affair. The hall was crowded to the extent of its capacity. It is estimated that 500 were present. The orchestra furnished inspiring music, and all were merrily till a late hour. The order was of the best, which was assured by the presence of the families of the firemen, their wives and children looking on the pleasing spectacle presented by the gaiety of the young men and women as they threaded the maze of the dance.

"There were many present from a distance. Kansas City being represented by Mr. and Mrs. J. Leonard, Mr. and Mrs. E. Goss, Misses Mollie Murphy, L. Moreland and Leote Lytle, and Messrs. Fred Norton, C. E. Goodfield, Harry Hammond, John Richardson from Springfield, Mr. and Mrs. A. Hellman, Mr. Mrs. Charles Dando, and Miss Edith Lucas; New Clinton, Lamar and Parsons were also represented.

"The Gulf road kindly put a special car at the service of the Lodge, and extended the courtesy of the road to the many members of the Lodge and their guests. Dancing began with the grand march and was continued through a programme of two four parts, including a diversity of terpsichorean exercises, at the middle point of which supper was served. When we say this was spread at the moment, Captain Z. A. Woodard's popular house, it been sufficiently described to those who have been there before."

Thanks were extended to the citizens of Fort Scott for their liberal patronage and to the Gulf Road for the friendly interest manifested in the undertaking.

BE COURAGEOUS.

Men, stand erect, the time has come
When all of brawn and brain,
Should not be like the cattle dumb,
Or sing in whining strain;
A craven heart is sure to sink
Upon life's toilsome way,
And venom'd gall must hourly drink
For many a weary day.

No birthright mark of noble blood
God ever gave to man;
'Tis only noble to be good,
Such is Jehovah's plan.
Upon this earth the tiny cries
Of babes salute our ears,
And prove that in each bosom lies
A fountain full of tears.

Upon the rugged road of life
There's work enough for all;
The active man can brave the strife,
The coward he will fall;
Good willing hearts and willing hands,
Shall ever victors be,
In this the freest of all lands,
That ever yet was free.

An equal start upon the road
Is all that we should ask;
Each back must bear a certain load—
Don't think its weight a task.
'Tis only those that always fail
Who bend beneath despair.
They'll let their courage downward quail,
And ruin prospects fair.

A self-reliant feeling must
Be won by those who try,
No one should cower in the dust,
And like a craven die.
The sting of death is just as keen
When creeping by degrees,
As rapid lunge of polished skean,
Winged with brief agonies.

Now let us at our daily task
Be faithful and be true;
No honest man should wear a mask
Of any doubtful hue;
He ne'er should cringe and think himself
Beneath the plane of those
Who have their coffers lined with pelf,
Nor fancy such our foes.

Shandy Maguire.

LITTLE ROCK, ARK., April 7, 1890.

Editor Firemen's Magazine:

I wish to say that Rose City Lodge, No. 45, B. of L. F., had a called meeting here a few days ago on account of Brother Hannahan. We received a message about 12:20 A. M. that Brother Hannahan would be here at 9 A. M. This did not give us much time, though we had about 25 or 30 minutes in the hall and every one present seemed to like Brother Hannahan's talk on Federation. I have always believed in federation, though since Brother Hannahan explained its objects and benefits, I can see more clearly where the advantages are and I can say for myself I will vote for federation and will do all I can to get others to follow suit. I will say that Brother Hannahan's visit here was most welcome; received though we would like for him to give us more time to prepare for him when he comes again, and we will be glad to have him come any time. We can say that we were glad to meet young Mr. Debs, Brother E. V. Debs' brother. We will call him a gentleman, as Brother Hannahan says he is one of the first-class. They both left here together for Pine Bluff. I hope they have had good success on every mile they have traveled since they left here. Brother Hannahan said he would try and come again soon and we all hope he may. He was an eye-witness to one of our Arkansas free knock down and drag outs on the platform just as he got off the train between a coon baggage hustler and a white man.

More Fun.

WEST TORONTO JUNCTION, March 26, 1890.

Editor Firemen's Magazine:

The members of Queen City Lodge, No. 262, being anxious that some notice of the Lodge should appear in the *Magazine*, I respond to a request and ask for a little space.

We have had new life instilled into us lately by a visit from our worthy Grand Master, Bro. Sargent, who having concluded to shake the "Uncle Sam" dust from his sandals, stepped over the border into Canada. We were all pleased to meet him and listen to the very instructive address he delivered to us Sunday, March 9, in the hall of Dominion Lodge, No. 67. More than fifty Brotherhood Firemen were present, Queen City Lodge being well represented by eighteen members who were handsomely treated by Dominion Lodge, and we hope to have the opportunity to return the compliment.

The next time Bro. Sargent visits Toronto, we hope to see him at West Toronto Junction, where we have very efficient officers, the trouble being that our members are not able to attend Lodge meetings as often as is desirable. We expect a large increase in our membership this summer. Already we have five applicants for initiation and there are five or six more to come in.

Some of our brothers are anxious for spring to come and for navigation to open so that business would improve, as it has been dull since the 1st of January, to an extent that I don't know how the boys get money to pay their dues. Some of our brothers, who were promoted last fall, don't relish drawing \$10 and \$12 a month, when they might have been earning \$50 to \$60 firing passenger runs all winter. If a subscription should have to be taken up to pay board bills, there would not be as many sign it as have signed to give towards a present to a foreman who may have been removed from one round house to another.

We had Bro. H. G. Reid, of 234, North Bay, and Bro. Alf. Bilbe, of 287, Schreiber, visiting among us for a few days, and were pleased to make their acquaintance. Hope they will come again.

Mr. Editor, I must say a good word for federation. I do not know of one dissenting voice in the ranks of the federated Brotherhoods, and through a circumstance that happened a few days ago, we have gained all of the B. of L. F. members here. In our opinion the day is not distant when all railway employees' organizations will be federated. I have taken quite an interest in the discussions in the *Magazine*, and so far cannot see where our Grand Officers have gone beyond the power given, and I feel certain they will be able to uphold the course they have pursued. I remain, Yours fraternally,

Seldom.

IS MARRIAGE A FAILURE?

Is marriage a failure? For two years I thought it was,
Polly thought the same, and we had sufficient cause.—

We don't think so any more for, 'tis one of the boys,
And kicked the beam exactly at ten pounds avoirdupois.

Is marriage a failure?—Look at that sedan chair,
Of our itty ootsy tootsy: note his wealth of golden hair.

O, you should hear his mother, in the morning when she sings
"Open your lzy pizy, and see all dese purty tings."

Is marriage a failure? Well, when ootsy tootsy has the colic
And the order comes for soothing syrup, or a little pargoric.

I swear marriage is— then I hear the sweet refrain,
"Jolty bolty, nuzzer's baby"—and all is still again.

Is marriage a failure? That very much depends
On how many little angels Heaven condescends
To lavish on a fireman's home, and does he get sufficient pay.

To clothe the kids and keep 'em fat on three square meals a day?

Hopping Daddy.

TO MAX MARTIN.

Response to "God-Speed, in October Magazine.

'Twas a beautiful morning in autumn,
The air was so bracing and pure;
The day seemed to call to the forest,
All nature, in fact, to allure
My attention from teaching, and truly
I longed for a ramble that day;
For my interest turned from my classes—
My energies wandered away.

But just before calling for study,
One of the boys brought my mail—
The *Magazine*. Glad to receive it,
For I never had known it to fail
To bring to my mind recollections
And thoughts of the friends far away,
So I hastily turned to its pages
Eager for what they might say.

Surely, I was surprised when I saw it—
"God-Speed"—dedicated to me,
As over and over I read it,
I wondered how it could be
That the author had felt such an interest
In my efforts at rhythm and rhyme,
As to pay such a beautiful tribute
At such a particular time.

For 'tis true I was feeling discouraged,
But my labors were lighter from then
And I cherished more fondly than ever
Esteem for the hard-working men
Who always appreciate effort,
Though feeble and faint as my own.
How strange, when I stop to consider
That the author to me is unknown!

But who is this person so modest?
I've tried to obtain his address,
And thus, in a personal letter,
My gratitude to him express.
Come out from the mists that conceal you,
And write me a letter some day;
Along with it send me your picture,
The compliment I will repay.

STANBERRY, Mo., April 30, 1890.

Geo. W. Hall.

WATER VALLEY, MISS., May 10, 1890.

MR. EDITOR:—Please allow me to inform you that our worthy Collector, Bro. Guess, has played us a little trick by getting a sweet little wife to help him enjoy life. He was married on the evening of the 7th of May to a beautiful young lady by the name of Miss Agnes Meaders. There was quite an enjoyable time at the wedding. All the members of 402 were cordially invited, but only a few could attend to see Brother Guess take his degree. The happiest man at the wedding, besides Brother Guess, was our Master, Brother W. H. Price; he seemed to enjoy himself very much. After the ceremony was performed the happy couple repaired to the parlor and at that very moment the Firemen's Brass Band out on the balcony began to roar and then sweet strains of music echoed through the vicinity of Water Valley. All the members of the band remained at the residence of the bride for quite a while, until at last, when they left for home, they bid the bride and groom good bye, wishing them success and happiness. Brother Guess left on the 3:30 train on the following morning for Chicago to spend his honeymoon. Best wishes to him from all the members.

Gallagher.

SALT LAKE CITY, April 14, 1890.

Editor *Firemen's Magazine*:

The members of Salt Lake Lodge, No. 178, on Sunday, the 13th inst., were called upon to lay our brother, Joseph Rudman, away, and hope when they are called upon to travel the unknown route they will be as well prepared. The members of the Lodge desire to express their sympathy for Mrs. Rudman in this hour of her great sorrow for the loss of her husband, who was a member of long standing in 178, where the boys were always glad to meet him.

Fraternally,
A Member.

STEVENS POINT, WIS., May 8, 1890.

MR. EDITOR:—Allow me to take up a cudgel in defense of Golden Rule Lodge, of which I am a member. The impression may be that one of us has written the letter in the April number to the Woman's Department. Inquiry at the round house shows that none of the members have their *Magazine* sent there. This city is the terminus of four divisions, the road and a member of some other Lodge and a dozen of some other place may have written me here, as he could easily do if he wished. I challenge you, Mr. Editor, to find a Lodge composed of more orderly men than Golden Rule has. Many of our own homes and keep out of debt and do our duty for our families and employers. I do not know a man who would have the ideas that "Kicker" seems to have about managing wives. There are cranks in other Lodges, perhaps, as cranky as he is, but my opinion is that he did not write in earnest. It is absurd to think that one man could have all the foolish ideas. I suspect he wished to set the ladies by the ears and make an excitement in the Woman's Department. He has not outgrown his boyish kick for teasing, and probably used to chop the heads of his sisters' dolls. Perhaps he wished to take offense of the correspondents who use slang and sign themselves "Kicker" and "Growler" and other romantic names that I have seen signed to some of their letters. By the way, Mr. Editor, don't you think a doggerel "Rustler Joe" was too full of slang blotch the fair pages of the *Magazine*? There wasn't one line of purity or elegant language in it. I might quote other examples, but forbear. But don't you think that picture I drew of the bridal chamber was a little overdrawn? It is an ill wind that blows no good; we are glad Stevens Point has been heard from last, for it has seemed as if we were forgotten by Grand Officers. Bro. Hannahan, we extend your cordial invitation to visit Golden Rule Lodge; it will do all in our power to entertain you. On Monday night we gave our second annual ball, which every one agreed was about the best ever given here, where many respectable balls are held. The spacious rink was crowded, though the weather was stormy. The local papers gave us a good press. A number of our members are on the right hand side of the engines. Bros. Hammond, McNulty, Goltz were promoted nearly two years ago. Hammond joined the B. of L. E. lately, but has left us yet and says he intends to stick to the L. E. just the same. Bro. Kenyon is running a switch engine here, and is the proud father of a new boy. Bro. Luxan is in the yard at Ironwood.

In conclusion, I will say that there is no dissatisfaction felt here with our editor. No one has written against him or intends to try such a game. I guarantee that, for I know what the different members think of him, as an editor and officer.

["Justice," in his defense of Golden Rule Lodge, No. 131, at Stevens Point, against any surmise that "Kicker," whose anonymous communication appeared in the *Magazine*, is a member of Golden Rule Lodge, has not only spoken manly words for the Lodge, but has done equally good work for the Brotherhood at large and himself immense credit. In our criticisms of "Kicker's" offensive drool, we made no reference to Golden Rule Lodge or to any of its members, but it is, nevertheless true, and unfortunate as true, that all too frequently there are found in Lodge association, creatures recognized as men, of "Kicker's" type, creatures, physically, well enough, but devoid of heart and brains.

It is our good fortune to know that Golden Rule Lodge is, in all regards, one of the best in the Order, and nothing contained in our strictures evinces anything to the contrary.

and if "Kicker," wherever found, has sufficient shame left to deny the authorship of his execrable letter he may not be totally depraved.

To the reference made to the poem "Rustler Joe," we have this to say: It was written for and first appeared in *Texas Siftings*, a paper widely read by cultured people, and simply recites, in the rough and uncouth dialect of the wild west, an incident, which whether fanciful or real, serves the purpose of demonstrating that chastity ennobles women who inhabit shanties, as certainly as their more fortunate sisters who enjoy the luxuries of brown stone palaces. The dialect of the "diggins" among the mountains, is evidently not that which is used in a boudoir, but the poem in question is totally devoid of vulgarity which offends against chastity.

In publishing the *Magazine* it may be and it is doubtless true, that communications appear, which, contain expressions offensive to good taste, that slang terms occasionally appear; but, we are inclined to the opinion that such blemishes are not sufficiently frequent to create alarm.—ED. MAGAZINE.]

NEEDLES, CAL., May 6, 1890.

MR. EDITOR:—Not having seen anything in the *Magazine* of late from Silver Mountain Lodge, No. 327, I thought I would try and see what I could do with my pen. I am not much of a writer, especially when it comes to writing for publication, but will do the best I can.

To begin with, business here on the road is extra good this spring, the boys getting about all they want to do, and in consequence there have been several of the boys promoted, among them being the somewhat notable Sunset Cox, who has the great and only 40 on the new Bedrock branch. Billy makes a darling on the right side. Then there is the notorious Missouri Joe who is out at Bagdad running the 14, helping up the hill; he has become quite noted on account of his having lately discovered a wild man running around on the desert at Ash Hill, but nevertheless he is a good one. Joseph Spencer is the name of this worthy young man. Frank Hut and Mark Lawlis are both running the goat; Frank days and Mark nights. Thomas O'Brien is the next one and is running extra, and they say that he is doing excellent work.

We had quite a happy and unexpected event take place here on the first of May, in the shape of a wedding, the contracting parties being Mr. Joseph Brobant, who is the secretary of 327 and Miss Hattie Tuck of this place. I understand that Joe has gone to keeping house at Mojave, out of which place he will fire the old 52 on the short run. Joe has the best wishes of all the boys.

I suppose that Michael Sours, or, better known as *Baron Red Nose*, will be the next victim in the matrimonial market, as they say that he has a sweetheart somewhere in the south that he is gone on, and we all look for the announcement every week now; well Baron, we all hope that you will get her soon, and that she will prove a most helpful mate. There are several of the other boys who are preparing for the market also. I am very sorry to say that we have just lost one of our best firemen in the person of Mr. Michael Smith, who was very well liked by everybody; he having become dissatisfied, he resigned and has gone east to seek employment. Well, Smithy, we all hope that you will succeed in obtaining a better position, for this is not the best place in the world to work.

Hoping this may appear in the *Magazine* soon I will come to a close for this time, but will try and do better in my next.

A True Friend of the of the B. of L. F.

MEXICO, April 9, 1890.

Editor *Firemen's Magazine*:

As one feeling interested in the welfare of the Locomotive Firemen (having at one time handled the scoop myself) I pen you a few lines for insertion in your *Magazine* about Porfiorio Diaz and the International railroad. Having visited Porfiorio Diaz a short time ago after a long absence, I found that the men had formed a Lodge (No. 38), which means that they are not going to be left behind in progress. Since the year 1885, this city (then named Piedras Negras) has grown enormously, the buildings not being of the old flat adobe style but more on the American plan. The railroad buildings have likewise pushed ahead and where once stood (not many years ago) mesquite brush, is now covered with nice rock dwelling houses, offices and streets. The shops are also greatly enlarged, and I feel confident in saying, are second to none in Mexico. The company have thirty-three engines, Cooke and Schenectady eight and ten-wheelers. They have also first-class rolling stock, road-bed and accommodations as can be proven by anyone traveling over the road. The employes are a very courteous and obliging lot of men. The boys are hoping that the company will soon push the road on to Durango, as at present things are dull. It is hard times for the poor firemen when they cannot get in more than about 2,000 miles per month; though 2,000 miles is work enough for the amount paid them for 4,000 miles. A trip over the road especially on a freight engine with one of the big trains attached would be enough to convince anyone that my statement is true. Of course the reason that the boys persevere is that they hope in the future to attain the position of engineer. Many of the boys who once handled the scoop on this road, are now on the right hand side and are showing themselves to be well qualified for the position. The boys have obtained these positions by strict attention to their duty, and a knowledge of their business. The boys handling the scoop now are aiming at the same. Look at their engines. The brass work and bright work shines, the jacket of the boiler is clean and everything is in its place and if the train is at any time late you can bet it's not for want of steam, for the boys get there all the time.

As for the boys being a jolly set, a trip to Porfiorio Diaz is enough to convince anyone that it's true; for a jollier and more sociable set of boys I have never met; both firemen and engineers. If there are any ladies doubting my statement just pay them a visit and if many of them are not "benedicts" before long it will be your fault. Those who feel like changing their names and enjoying married life can rely on having good, steady, sober husbands and comfortable homes. Then join with me in wishing them health, wealth and prosperity. M. H. C.

JERSEY CITY, N. J., April 18, 1890.

MR. EDITOR:—As the members of No. 13 have been quiet for some time I have concluded to give you a few notes for the *Magazine* from this locality. Bro. E. F. Jones has taken to himself a better half. Bro. Jones had the cage ready before he got the bird. Bro. Fred R. DeGraff very quietly slipped up to High Bridge and stole away with one of their charming belles. How about this, Bro. Fred? The members of No. 13, extend to these brothers and their brides their congratulations and best wishes.

Our Lodge is growing rapidly and our prospects are most encouraging. We now have 103 members and all are working together in harmony and good will. Bro. Geo. Hull, our Master, and our other officers are well up in the work and understand fully how to handle a Lodge.

Bro. S. H. Opdyke, our Conductor, is looking for the man who tied and sewed up his overalls. F. Fisher, one of No. 11's old standbys, says that at Packnass they charge \$2.00 to stand on the porch, \$3.00 to look in and \$5.00 for dinner. We desire through the *Magazine* to thank Bro. W. E. Haffard and wife for their courtesies while visiting Wilbur Lodge, No. 384, and also to the members of No. 211, who, with the members of No. 251, visited No. 384 on March 23. The question is asked how many ball tickets did Bro. Joe Bennett sell? Perhaps Joe can answer.

Yours fraternally,

C. A. Wilson.

Editor Firemen's Magazine:

In the March issue, page 238, Bro. Frank Walton indignantly asks: "When did the Brotherhood of Locomotive Firemen become an institution for the suppression of the opinions of its members?"

Softly, Bro. Walton, the editor of the *Magazine* is not the Brotherhood. It is not the Brotherhood that is suppressing opinions but the very amiable editor aforementioned that is industriously laboring to pervert those opinions and heap odium on their advocates. Doubtless the editor would like to have the public believe that his rabid mouthings are the prevailing sentiments of the Order, and that all those who disagree with him are vain croakers seeking to destroy the Brotherhood. Time, the great rectifier of all things, will dissipate this illusion and teach the editor that he is no more entitled to speak for the Order than you or Bro. Carter or Bro. Burns or Bro. Cross.

You might have asked with consistency: "When was the editor of the *Magazine* exalted to the position of infallible High Priest and Supreme Grand Oracle of the Brotherhood of Locomotive Firemen; whose dictum we are bound to accept as an article of faith, and whom profane scribblers must not question or criticize under penalty of condemnation for attacking the Brotherhood?"

It is a wonder to me that this shining oracle who has been given so much credit for astuteness cannot recognize the fact that he has sacrificed the dignity of his position by the policy he has been pursuing and exposed himself to the contempt of all fair-minded men.

The Toronto Convention censured the associate editor for coming over into the correspondence department under a *nom de plume* and sarcastically dissecting the communication of a brother who had assailed him and others. If a convention classed this simple epistle as "undignified," and censured the writer, what term will be invented to properly designate the foot notes of the chief editor. It remains to be seen if it makes any material difference "whose ox is gored."

Since the controversy over changing the name of the Organization sprung up in the *Magazine* the editor has shown himself possessed of traits of character a large number of his acquaintances had considered foreign to his nature. He has shown that he is intolerant, unscrupulous and vindictive. He has shown that he is capable of taking every unfair advantage of his opponents, distorting, perverting and mutilating their correspondence with his foot notes and interpretations, and dragging the writers down from the highway of legitimate argument into the gutter, that he may besmear them with mud and slime and thereby render them contemptible. He has dug up from the recesses of an imagination pregnant of such rotten material, charges of conspiracy, envy, disappointed ambition and jealousy to impugn their motives and lessen their influence. He has denounced as "infirmities," which, in the sense he used the term, means idiots, or imbeciles, those brave boys who had the courage to stand forth and declare against changing the name of the Order. There was a time, and not so very long ago either, when the editor himself was opposed to any change of name; now the necessity for change of name has become a mania with him.

I was at one time favorable to a change, but times, circumstances, feeling and policy have changed since then, and I now consider that any change of name would be injudicious and inexpedient. I fail to see where we have anything to gain by setting up a rival organization to the B. of L. E., and undermining or endeavoring to undermine that magnificent organization. The engineers have altered their policy, altered their laws and declared in favor of Federation. Almost everything we contended for has been accorded us; almost everything we have hoped for in the way of closer union and harmony of action is about to be realized through a reasonable system of Federation. Then why continue a profitless strife, or by changing the name of the Order, renew hostilities with the B. of L. E.? If the editor of the *Magazine* and P. M. Arthur have any old scores to settle let them be settled outside of the Brotherhoods. In the name of common sense and common decency do not drag the Brotherhoods into any more disgraceful brawl.

I have taken part in past fights with the B. of L. E. because I considered they had done the firemen a grievous wrong, but while my pen was engaged in strife, my heart longed for peace. I was ever anxious that the engineers might see the error of their way and treat firemen as they deserve to be treated, viz: as men and equals. This they have shown a disposition to do since the Denver Convention and are taking steps to come to a better understanding with us; under these circumstances consider any man who would advocate or endeavor to bring about a change in the policy of either Order, is not the friend of either, but the enemy of both. This much I say at the risk of a foot note that will relegate me to the ranks of the "infirmities," but as Bros. Carter, Cross, Burns, etc., are there before me I have no fault to find with the company.

The editor has recently assumed a new rôle, viz: defender of the Brotherhood. Now, let us look at him a while in this guise. First, it must be necessary to show that the Brotherhood is assailed else this self-appointed champion would have nothing to defend. This he does by extracting from letters of correspondents obscure sentences which taken from the text of the communication and made stand alone he interprets for the benefit of his readers—poor, benighted readers—and construes them into attacks upon the Order. Then he waxes eloquent in its defense and proceeds to annihilate the assailants; but Great Scott! the weapon he uses for this purpose is sword of fire? no; the mitten of the pugilist? well no, though he has the vocabulary of the prize ring at his tongue's end; what is it then? a slop bucket filled with filth! A weapon no man of decency would wield, as it is impossible to use it without the user becoming more befouled than his adversaries.

He says Bro. Burns attacks the Brotherhood because he stated that at a specified period the Order lost dignity and began to decay on account of the antics of the editor of the *Magazine*, and then he tells us that the Order was never more prosperous and presumably dignified. Well a stranger would have to wade through several *Magazines* to discover traces of dignity in the editorial foot notes. Seven authorities are quoted to prove the Brotherhood in a prosperous condition, a condition of affairs we all desire to see continue; but the editor evidently forgets that in a foot note to a communication from Bro. Cross in the *Magazine*, October, 1889, he asserted that the Brotherhood was rapidly losing in membership the past two years; and that the loss was greatest in the last year, etc. Now, behold the consistency of this self-appointed champion. When he makes the assertion that the Order is losing members by the wholesale, we are expected to take it as a true statement of affairs, and doubtless it is, as he has the records and ought to know what he is talking about. But *presto*, let Bro. Burns make the same assertion and he is denounced as an enemy of the Brotherhood, and a lot of outsiders who cannot know of our internal affairs, are quoted to prove Bro. Burns a falsifier.

Again he waxes wrathful at Bros. Cross and Carter and denounced them as "infirmities" because they persisted in pursuing a line of argument contrary to the editor's hobbies. T. P. O'Rourke comes forward in the March issue and says those who believe the Brotherhood is depending on the gas health or longevity of life of any one man in its existence were possessed of a childish fancy, and lo! he has attacked the Brotherhood and passed judgment on the mental calibre of the entire membership, although in the same paragraph he states that: "The Brotherhood can live, prosper and advance guided by the aggregated average of its own intelligence," and "that it has that in itself which lights its course." Surely it takes a wide streak of imagination to say that this is an attack on the intelligence of the Order. The editor can call Bro. Cross, Carter, etc., "infirmities" with impunity; but T. P. be careful, you rascal! Again the champion. The G. B. A. of the U. P. system addressed communication to the Grand Lodge about Federation, not intended for publication. The editor gave it to the world with his comments and a row or two. It evidently began to dawn upon the mind of the editor after a while that he had made a egregious ass of himself in this connection, and

began to look for means to justify his action. Yes, now he has it, a conspiracy, a dark, designing conspiracy, and it is made use of to justify the havoc made with the slop bucket.

The editor would have made an excellent detective; it is a pity he hasn't been afforded an opportunity to display his talents in that line. What a valuable man he would have been to Stone, Crocker, Paul Morton & Co. The G. B. A. of the U. P. system did not meet in Denver in October as the editor asserts, but in September, as the Constitution declares they should, and the editor knew such to be the case when he penned this assertion, but then it was necessary to prove his theory of conspiracy.

There was no conspiracy and the editor knows it; the G. B. A. of the U. P. did not meet in Denver in October and the editor knows it; the Union meeting held in Denver in October was not the G. B. A. of the U. P., nor did that Union meeting arrogate to itself any powers or authority to act for the Brotherhood in presenting a plan of Federation to the B. of L. E. Convention, and it presented no such plan; this is also known to the editor. Then why lie about it simply to uphold the plea of conspiracy.

Beneath the surface of all this rant and raving about the U. P. system we can discover without the aid of a microscope a feeling of vindictive hate on the part of the editor, which had become engendered in him long previous to this present quarrel. Reading between the lines we find underlying it all a savage attack on an individual whom the editor dares not name or openly assail. All this rant about defending the Brotherhood is the veriest hypocrisy; all this talk about conspiracy is the veriest subterfuge; the whole mass of stuff that has been hashed up to us in the *Magazine* from first to last about this matter was for no other object than to crush this same individual. It was not the generous effort of an honest man striving to defend a principle or decry a wrong, but the vindictive pursuit of an enemy.

Now, after having raised a tempest in a teapot, and the pot having exploded and wounded our worthy editor, he comes before the footlights and exhibiting his wounds, cries for the sympathies of his audience. Lo! the champion has become a bleeding and torn martyr, and he resorts to the same old silly subterfuge he has so often found effective in the past, and threatens to resign.

So much for the general features of the controversy. Now to my own end of it.

In the March issue I made the assertion that none but Grand Officers were appointed at Philadelphia to revise the Constitution. The editor very graciously points out my error and I stand corrected. I was not present at the Philadelphia Convention, but my recollection of what transpired at Minneapolis led me to believe that there were none but Grand Officers on that committee. There was no intentional falsifying. With that one exception I am prepared to stand by all my communication contained, and my purpose is not to malign the Order and make it odious, but to give it a healthier vision, that it may see men and circumstances in their true characters; that it may learn to be thoroughly self-reliant and independent of leaders, or would-be leaders. I have a firm and abiding faith in the intelligence of the vast mass of the rank and file of the Order, and am always willing to abide by the expressed will of the majority; but no fear of abuse or lying misrepresentation shall silence my pen or make me bow the knee before any clique or coterie who have impudently set themselves up as a supreme power in open defiance of the expressed wish of the majority. That Conventions have delegated their functions to the Grand Office is a fact which must be apparent to the casual observer, else whence originated the Federation of the Supreme?

Instead of my error about the Philadelphia committee knocking the bottom out of my argument it does not even make a pin hole in it. Because the action of the Atlanta Convention fully justifies all my premises and conclusions. The results of that action furnishes the best evidence of the evils of such a course.

It is scarcely necessary to go outside the pages of the *Magazine* to prove that "hero worship" is encouraged and fostered. Here we see the "faithful" lauded to the skies, patted on the back and praised

for being good boys. Those who agree with the editor and his hobbies are held up as models of perfection: "progressive, broad-gauged, whole-souled, intelligent, know what they are talking about, every word weighs a ton," and so on *ad nauseum*. Here also we see those brave boys who have had the hardihood to stand out against the editor and his hobbies denounced in the vilest language—language that would bring a blush to the cheek of Biddy Moriarity or a Billingsgate fishwoman. Here are a few of the choice epithets: "infirmities, cowards, sycophants, croakers, spotters, informers, insects, enemies of the Brotherhood," etc., etc.

Does any sane man imagine for a moment that there is any other purpose behind all this than a desire to pose as a Sir Anthony Absolute, to be recognized as the great "I Am," and revered accordingly? Is not one class entitled to just as much consideration as the other, and should they be not allowed to express their opinions in the *Magazine* without being besmeared with filth by the editorial *yahoo* that presides over it? I do not desire at the present writing to go any deeper into this hero-worshipping business, but that we have it I hold to be an incontrovertible fact.

He says I represent a type of men who have no faith in human nature and who are held in check only by fear of chains and prison bars. Past experience has taught us the necessity of keeping a watchful eye on the Grand Office; we have had Grand Officers who proved to be far below the standard we had rated them at; we may have like Grand Officers again. I do not infer theft when I speak of "honesty" and "efficiency." There are men who are honest in financial transactions and yet rotten to the core in other respects. We have had a few examples of misconduct in the past that have somewhat shaken our faith in "inborn integrity;" is it necessary to cite them?

I hold the Grand Officers to be the paid employees of the Order, and it is only simply good business policy to see to it that they render service in a manner satisfactory to their employers. There is no sentiment in it, and there should not be any. All your talk about "inborn integrity" and the rest, is simple rot.

At the close of his tirade against me he says that if I should persist in refusing to obey the Grand Master in the contingency of a strike of the federated Orders, I would be expelled. He has suddenly discovered a little authority somewhere, Lord knows where, to enforce the laws of the Supreme. In the December *Magazine* he declares his impotency to compel the U. P. firemen to honor the Supreme with their obedience. If there is no power to compel obedience from the men on the U. P. system, where does the power come from to chastise a single refractory individual? Will you please inform us? Even a foot note will serve for this. When next you append your comments to my correspondence, please don't address me as brother so frequently while literally tearing out my heart; I hate such hypocrisy.

T. P. O'Rourke.

The foregoing communication from Bro. O'Rourke was mailed to us from Pocatello, Idaho.

Referring to the closing paragraph of the communication, we deem it altogether proper to address the writer as "Brother O'Rourke." The great Brotherhood of Locomotive Firemen made it possible for T. P. O'Rourke to be addressed by that title, and as we have "a firm and abiding faith in the intelligence of the vast mass of the rank and file of the Order," we shall be governed by its edicts, even in such inconsequential matters, and in the severities of debate, Brother O'Rourke should know that a man can be a gentleman.

Brother O'Rourke starts out with the intimation that the "amiable editor" of the

Magazine is engaged in suppressing somebody's opinions. Certainly if somebody's opinions have been suppressed by the "amiable editor," that somebody can be named. Who is he? Name him. Let the Brotherhood know whose opinions have been suppressed. No such somebody exists. He cannot be named. Instead of suppressing opinions the "amiable editor" has labored assiduously to put expressions of opinions, often involving personal attacks and insults, into presentable shape, has corrected orthography and syntax, and in this labor of love, the enemies or the editor are not exceptions.

The trouble with Brother O'Rourke is not that opinions have been "suppressed," but that they have been published—to quote Brother O'Rourke, opinions have been exposed "to the full effulgence of God's glorious sunlight." Opinions have been printed in the *Magazine* just as they were expressed, just as they were coined, not a word nor a crotchet, nor an insult, eliminated; the good, the bad, the indifferent, all; everything has appeared. Hence, any charge, and all charges relating to the suppression of opinions, are simply deliberate falsehoods.

When opinions have been expressed by correspondents calculated to prove injurious to the welfare of the Brotherhood, the "amiable editor" has pointed out the errors, criticised the opinions, "for the good of the Order," as Brother O'Rourke on one occasion said: "These correspondents know very well, if they know anything, that Brother Debs, instead of trying to widen the breach, has put forth every effort to effect a reconciliation." In saying this, Brother O'Rourke was truthful; he made no mistake, and the policy of the *Magazine* which he so highly commended, has been adhered to right along, without variableness or a shadow of turning.

The talk about "distorting, perverting and mutilating" correspondence evinces a purpose to be studiously untruthful. It is in keeping with the false charge of "suppressing opinions." In all conscience, Brother O'Rourke is bound by every consideration of propriety, to confine himself to his own communications, rather than like a Don Quixote go roaming about in search of other cripples and lame ducks and force upon them a defense, which must be regarded in the nature of a calamity.

Moreover, it is supreme folly to make such charges, because the pages of the *Magazine*, when communications and criticisms, stand side by side supply irrefutable proof of their falsity. To correct errors, to crush falsehood, to overthrow subterfuges and coverts, to counteract malign influences, to expose conspiracies and defeat them, becomes a duty which, however unpleasant cannot be ignored, and that the unfortunates, under

such dispensations, exhibit anguish, is quite natural, but when they seek to defend their folly, they are certain to secure contempt rather than condolence.

Brother O'Rourke admits that he has taken part in the "fight with the B. of L. E." and while he, metaphorically, was in the thickest of the fight, his "heart longed for peace," and since in his "fight with the engineers," his tongue and pen did not keep time with his "heart," he may now have heart and soul yearning for "peace," while his tongue bears testimony of implacable hate towards the "amiable editor."

When Brother O'Rourke, as he says, was in the fight with the B. of L. E. he suggested such generous words as, "Messrs. Engineers, when you cease your mean, underhanded system of persecution towards our Order," etc., and Brother O'Rourke was also of the opinion that "there are times when patience ceases to be a virtue and resistance to oppression becomes, not only necessary but a sacred and patriotic duty." Manifestly Brother O'Rourke believed while "Messrs. Engineers were indulging in mean, underhanded persecution towards our Order" that "resistance" becomes a "sacred and patriotic duty" but when men in "our Order" express opinions calculated to debase and degrade "our Order," Brother O'Rourke's devotion to the welfare of "our Order," oozes out at his finger ends, and he would have others join the spineless coterie and chime in with their flatulent sycophancy.

Brother O'Rourke has ample reason for knowing that the "editor," now, as when he (O'Rourke) was championing the interests of "our Order," permits no assault upon the B. of L. F. to go unrebuked. It is the same old "role." It is "our Order first, its rights and prerogatives, its character, standing and welfare. As for the "weapon" wielded in defense of "our Order" Brother O'Rourke is quite at liberty to characterize it as best suits his comprehension. His figures of speech determine his character, and place him irrevocably in the ranks of vulgar parrots.

It seems to be entirely foreign to the comprehension of Brother O'Rourke, that "our Order" can lose members, without losing strength and dignity—just as some men when they leave their country confer upon it a blessing. Neither decay nor loss of dignity occur, when the morally or intellectually infirm abandon an organization any more than the removal of weeds and worms impede the growth of corn and other crops, and current facts relating to the growth of "our Order," we can assure Brother O'Rourke and those who fish in the same muddy waters, are, if they will have it so, highly complimentary to the "anti" of the editor of the *Magazine*."

Brother O'Rourke is unfortunate in his efforts to set himself right before the world. He did refer to the members of the Brotherhood as "weak minded and unthinking," the victims of "childish fancy." It is possible that Brother O'Rourke did not mean to say that, because, in saying it, he denounced the Brotherhood as *infirmities*, semi idiotic, intellectually feeble, imbeciles. Brother O'Rourke was apparently overwhelmed with the idea that "hero worship" had so permeated the Brotherhood as to make such declarations proper, but when the "amiable editor" pointed out the great impropriety of such "mouthings," he seeks to secure exemption from just criticisms by quoting himself as saying the Brotherhood "can live, prosper and advance by the aggregated average of its own intelligence."

It will be borne in mind that Brother O'Rourke is displeased, because the "amiable editor" has referred to opinions as "infirm," forgetful, we doubt not, that he had denounced the membership as men of "childish fancy, weak-minded and unthinking." Such is Brother O'Rourke's way of opening his mouth and putting both of his feet in it, such is the way he has of digging a hole for others, and tumbling in himself, such is his way of breaking his own neck in a halter he with great painstaking prepared for another. Caught and crippled in his own deadfall, limping and howling in search of sympathy and condolence, Brother O'Rourke excites mingled sentiments of commiseration and contempt. He drags forth a number of Brothers whom he is anxious to defend, but does not tell them if they are the "weak-minded and unthinking" brothers he has stigmatized, and he does this, when he is illy able to bear with philosophic serenity, the deserved castigations he has himself received. In the great generosity of a heart, which pants for "peace," he squeals for the crowd; like a dervish he is ready to howl at anybody's funeral.

Brother O'Rourke prates of the proprieties of speech while he indulges in such chaste expressions as, "lie," "slop bucket," "filth," "lying misrepresentation," "rotten imagination," "yahoo," etc.

Brother O'Rourke wants some one to read between the lines to find "an individual whom the editor dares not name or openly assail." Brother O'Rourke has reason for knowing that this individual is not himself. Tattooed by such skill as we have had leisure to bestow, Brother O'Rourke is a living example of our courage, and if Brother O'Rourke will induce the mysterious "individual," to exercise the indiscretion which characterizes himself, and write over his own signature, we will certainly take his case under consideration.

Brother O'Rourke, strange to say, feels

the force of the "amiable editor's" statement, to the extent that he confesses that he made a mistake in his statement relating to the committee charged with the revision of the constitution. The statement was boldly made; it was a grave mistake, and was made to *boost* the flagrant charge of "hero worship" against the "weak-minded and unthinking" membership of "our Order." When the "amiable editor" corrected the mistake "for the good of the Order" he did not apply the epithet of "liar" to him, nor did he inquire of Brother O'Rourke, "why lie about it?" But that is the way Brother O'Rourke treats the "amiable editor," and then with undiluted gall, calls in question our suavity of style, when contending against men like himself, who either purposely or by *mistake* malign the Brotherhood. Brother O'Rourke asserts that in making the mistake "there was no intentional falsifying;" nor was any charged, and yet, the mistake was made for a purpose so flagrantly unjust, that even Brother O'Rourke deemed it advisable in his own defense to intimate that he is honest. While we sympathize with Brother O'Rourke in his painful dilemma, it is not the less unfortunate for him to practically assert that he is not a liar and take his chances for being believed. It is quite unnecessary to say that a man with the confessed infirmity of statement, which characterizes Brother O'Rourke, can expect little consideration, when he makes statements. Having made one statement which he has had to declare was not intentionally false, there is a seeming necessity for him to follow up that policy. He says the "amiable editor" has denounced somebody in the "vilest language." Why does he not quote the language? Simply because he cannot find it. The charge is groundless, fabricated, and Brother O'Rourke ought to say that "there was no intentional falsifying." It does not look that way, and still we hesitate to ask Brother O'Rourke, "why lie about it?"

Brother O'Rourke remarks that "there are men who are honest in financial transactions, and yet rotten to the core in other respects." That may be true or false. We doubt if any man could say that and prove it, unless he himself was the guilty party, and knew himself to be "honest in financial transactions, and rotten to the core in other respects." Evidently a man who has no faith in "inborn integrity" innate, "originating in or derived from the constitution of the intellect," must be the victim of that vicious vagary that all men are "inborn" rascals. Brother O'Rourke is of the opinion that "inborn integrity and the rest is simply rot." We do not doubt that Brother O'Rourke is built that way. It is safe to say that a man who has no faith in "inborn integrity," has none of it in his composi-

tion. A man who is honest because he fears the penalties of dishonesty is in no proper sense an honest man; remove the penalty, and his native scoundrelism will assert itself. He will be careless about his statements, and will confess his mistakes only when circumstances compel him to do so. As he has no faith in "inborn integrity" he has no faith in any other virtue. Inborn veracity is as much "rot" as "inborn integrity;" honor, truth, fidelity to obligation, everything of that nature is "rot" and it would certainly be no stretch of language to say of such a man he is "rotten to the core"—nor would it be in the line of exaggeration, to say, that throughout the animal kingdom or the realms of animated nature, a viler thing could be found.

Why talk about a "firm and abiding faith in the intelligence of the vast mass of the rank and file of the Order," and then kick like an army mule at everything the Order does? Why seek to embarrass the Order and place obstacles in its way? Such acts contradict professions. They disclose vicious motives, vulgar jealousies and envies which must not be permitted to go unrebuked.

We have an abiding faith in the "inborn integrity" of the Order. We do not believe the talk about "inborn integrity" being "rot." We believe there are honest men regardless of penalties and prisons and surveillance. Men who, no matter what the temptation may be, will not steal, nor make statements which are false for a malign motive. To such men the destinies of the Brotherhood must be committed if it is to exist. No greater disaster could befall it than to place its affairs in the hands of men who scout the idea of "inborn integrity." Let a man obtain control or a set of men obtain control, who regard "inborn integrity" as "rot," who are honest only because they dare not steal, and the terrors of the law would soon be forgotten and wreck would overwhelm the Brotherhood.

Brother O'Rourke says:

At the close of his tirade against me he says that if I should persist in refusing to obey the Grand Master in the contingency of a strike of the Federated Orders, I would be expelled. He has suddenly discovered a little authority somewhere, Lord knows where, to enforce the laws of the Supreme. In the December *Magazine* he declares his impotency to compel the U. P. firemen to honor the Supreme with their obedience. If there is no power to compel obedience from the men on the U. P. system, where does the power come from to chastise a single refractory individual? Will you please inform us? Even a foot note will serve for this.

Brother O'Rourke makes another mistake when he says, "he" (the editor) has suddenly discovered a little authority," etc. The point we made, was, that the Supreme Council has no authority to debar the men on the U. P. system or any other system from striking if they determine so to do—but should they strike without the approval

of the Supreme Council, members of the Brotherhood would not be assessed to sustain them while the strike continued. It is in the matter of support that the authority of the Supreme Council comes into view.

Again, should the Supreme Council approve of a strike on the U. P. System, or any other system, and Brother O'Rourke should refuse to pay any assessment ordered to maintain the strike, he would find himself unceremoniously expelled from the Order. His notions of "allegiance" would cut no figure whatever.

This thing of boasting of incipient treason, is well calculated to lower Brother O'Rourke in the estimation of members of the Order, who have hitherto regarded his vagaries and hallucinations as of little consequence, but if he really contemplates rebellion, the Brotherhood will promptly place him where, at his leisure, he can exercise himself either in howling or kicking as may best suit his nature.

We have devoted more attention to Brother O'Rourke than his scurrilous communication warrants, and now leave him to such reflections as are suggested by the notes we herewith append.—ED. MAGAZINE.]

OMAHA, NEB., April 25, 1890.

MR. EDITOR:—I believe it was the intention of our last convention to bring about Federation among the rank and file of the different railway organizations, and practice the motto, "An injury to one is the concern of all," in its broadest sense. By referring to Section I of the Atlanta articles of federation it will be at once admitted that it was the intention to form a General Board of Federation on each separate system of railroads in North America, which could be easily done, as is perfectly plain to anyone who knows anything about our Boards of Adjustment, and the same plan is pursued by all of the different labor organizations in regard to the settlement of grievances. And by extending the law so that local Federated Boards could be formed at any place on a system where two or more different organizations existed, grievances could in many cases be adjusted without the intervention of a General, Federated or National Board, saving both time and expense, but in case a local federated board failed to adjust a grievance, it would take its course to the General Federated Board of the system, when, if they failed to adjust it, the case would be referred to the National Federated Board for their sanction to extreme measures. By following the above course I believe 99 per cent of all cases could be settled without even a threat to strike. Now, by forming local Federated Boards, it will promote a feeling of mutual equality and assistance in many cases that is not now being done, and instead of precipitating strikes, will bring before all the different feelings of the common members of the various organizations, which would have the same effect as a Board of Arbitration in settling a large share of the present troubles between labor organizations and capitalists. Now I would ask the readers of the *Magazine* to take a copy of the Constitution of the Supreme Council of Railway Employes (if they can procure one) together with the Articles of Federation adopted at Atlanta, (they will find it on page 811, November number of *Firemen's Magazine* for 1888), and a copy of the laws of the Protective Department found in our present Constitution and By-Laws, and compare them and see for themselves whether there is anything in our present laws on Federation they would like to see changed at our coming convention.

One of the Rank and File.

DO YOUR BEST!

An up grade work is ours, boys,
Do your best.
Old scrap heap's hard firing, boys,
Do your best.
Don't be discouraged, watch and pray,
There comes for us a brighter day,
While shines the sun, we'll make hay boys,
Do your best.

We have much to learn, boys,
Do your best.
We've tons of coal to scoop, boys,
Do your best.
We must keep the fires a burning,
We must keep the wheels a turning,
We must work and keep on learning, boys,
Do your best.

The right hand side is ours, boys,
Do your best.
And we're going to get there, boys,
Do your best.
We've no time for vain regret,
Our picks and scoops are not "to let,"
We're not built that way, you bet, boys,
Do your best.

Wide awake and steady, boys,
Do your best.
Willing, always ready, boys,
Do your best.
"God bless the fireman's home always,"
That's about the way I pray—
And I am one who's come to stay, boys,
Do your best.

Palcshor

TOPEKA, KANSAS, April 9, 1890.

Editor Firemen's Magazine:

Although a constant reader of our excellent *Magazine*, I do not remember to have read anything in its columns about the boys of Flower-of-the-West Lodge, No. 205, which is to-day one of the most harmonious Lodges on the Santa Fé railroad. The boys are doing good work and promotion has been the order of the day. Among the promoted, the hustlers, Bros. C. M. Riddle, C. McGinnis, John Finnie, Geo. Tittley, J. K. Mullins and our newly elected applicant, Bro. Edward Polly, and more will follow soon. Mr. H. Middleton, our Superintendent of Machinery, is a great favorite with the boys, and Mr. J. W. Smith, Division Master Mechanic, is not to be forgotten. He has been our examiner for promotion, and his course deserves great credit, which the boys award him as they pass over to the right hand side as first-class engineers.

The readers of the *Magazine* may have thought that No. 205 had passed out of existence, because of its silence, but such is not the case. Our members are neither poets nor orators, nor are they masters of penmanship, but they are hard workers and are always ready to assist an unfortunate brother. Our Lodge to-day has a membership of forty-three in good standing and six candidates are awaiting initiation. How is that? I think it hard to beat.

On December 19, 1889, was given our first union ball, which was a great success. The hall was handsomely decorated, the attendance large and more than 250 couples were on the floor at one time dancing to the strains of the sweetest music. No expense was spared to make the occasion all that could be desired by the three great Orders, and federation was represented to its fullest extent. It was a matter of regret that our worthy Grand Officers could not be present, but it is to be hoped they will be present next time.

I do not want to make any one tired, but must say a few words to the *Magazine* and its most esteemed editor. My pen cannot express the feelings of gratitude that fill my heart, as I read its columns and see the active work that is carried on so faithfully in the interest of our Brotherhood, and the way our worthy editor has endeavored to bring about the condemnation of John Livingston, Corbin and Honzono. I feel at liberty to say that there is not a man in the Brotherhood who could give such subjects

more justice, and I therefore extend to him the love of a brother and the highest praise I can bestow, and I hope he may live many years to come and continue the noble work in the interest of the Order and triumph over his enemies.

Now, one word to the firemen who are in favor of a new name. I do not approve of a new name, for the reason that it looks as though the firemen wanted eventually to do away with the engineers' order. Now, this is a wrong idea. The principle upon which the new name would work, as I understand it, would be something like this: The Firemen Brotherhood would be the B. of L. E., the name covering the position of engineers, and also with the idea of making their insurance policy \$2,000. Now, this is wrong, without having the consent of the Brotherhood of Locomotive Engineers. Otherwise, it would be infringing upon the rights of the B. of L. E. and it seems like a plan set up to wipe the B. of L. E. out of existence. Now, brothers, we don't want to do this, for we know it would be wrong. Therefore, let us live under our parent Order. Although I am running an engine the B. of L. E. is good enough for me and I do not feel degraded by not belonging to the B. of L. E. If the firemen, when promoted, can't live under our flag, let them join the B. of L. E. their places will be filled by men who take up the scoop when they lay it down, and in the future there will be harmony between the two great Brotherhoods. Brothers, think well of this, and give us some of your best opinions, and don't get into a passion. I like the views of Bro. Carter, of 283, on the subject, and would like to hear from more of the brothers.

I am sorry to note the condition of affairs on the P. & R., to see the men robbed of their independence and their rights, as American citizens, for which our forefathers fought, and to see my fellow-men bound down in slavery. For one, I say "give me liberty or give me death."

A Member of the B. of L. F.

NEW HAVEN, CONN., April 15, 1890.

Editor Firemen's Magazine:

I desire a little space in the *Magazine* to say that Elm City Lodge, No. 284, is progressing quite satisfactorily. We have a membership of about one hundred, and our meetings should be better attended, but as it is we are taking care of our interests. Our annual ball given in January was a success and netted the Lodge about \$200. More would have been secured, but for "La Grippe," which was prevalent in the ranks of our Lodge, notwithstanding this we were able to add about \$300 to our deposits, making the account \$750. Our Lodge pays \$6.00 a week to its members, provided they are entitled to benefits.

I regret to say that the Lodge recently lost one of its best members by the death of Bro. Andrew Foran, who was universally loved by his brethren of the Lodge. Bro. Foran leaves a wife and five children to mourn their great loss. The *Meridian Journal* referred to the funeral of Bro. Foran, as follows:

"The funeral services over the late Andrew Foran, the well-known locomotive engineer were held yesterday afternoon and attended by a very large number of friends and acquaintances of the family. A special train arrived from New Haven at 10 o'clock with a score or more of the members of Elm City Lodge, No. 284, Brotherhood of Locomotive Firemen, to which Mr. Foran belonged. A few members of the Lodge in Hartford came down on the morning train.

Elm City Lodge took charge of the funeral after leaving the church. At St. Patrick's cemetery, where the burial took place, they formed in a circle around the grave, wearing their regalia, as they did from the time the funeral procession left the house.

After the casket had been lowered into the grave Master Levi Rood and Receiver Alonzo Pyle read the burial service of the Brotherhood. At its conclusion each of the members threw a sprig of evergreen into the grave."

Rev. Father McAlenney read the burial service at the church and his remarks were exceedingly appropriate, urging those present to pray for the widow and the orphans.

Yours fraternally,
W. A. F.

POCATELLO, IDAHO, April 4, 1890.

MR. EDITOR:—The short time now remaining until the appearance of the *May Magazine*, makes it impossible for me to answer your comments in March issue as I would like, so I will devote a few spare moments to one or two particular items.

On page 236 of the March issue there appears an item, captioned, "Time."

There is, on file in the office of our Grand Lodge, if not purposely destroyed by some occupant of said office, an official notice of the annual meeting of the Union Pacific Joint Board of Adjustment, signed by Jackson Hoover, chairman, notifying the Grand Officers that said Board met in Denver, September 23d and adjourned September 25th, 1889.

In this, as in every other matter, the Firemen of the U. P. system, obeyed to the letter the laws of our Constitution.

I unhesitatingly state that Bros. E. V. Debs and J. J. Hannahan know every line in the item referred to, to be absolutely false in every particular. And now, without going into all the details of this unblushing falsehood, I will simply say in the language of Bro. Debs, that "Any unprejudiced mind, in all of this, will see the wheel within the wheel, of a scheme" that was intended to throw discredit on the Brotherhood men of the U. P. system, to draw from them the sympathy and support of other parts of the country, to place them in a defensive position before the Brotherhood that would be hard to explain.

Surely it must be a weak position, held by Bro. Debs when to maintain it, and the support that has always been his, he resorts to trickery, intrigue, and falsehood. I patiently awaited the arrival of the April *Magazine*, before writing this, fully expecting that Bro. Hannahan at least would correct the mistake, but failing to find any, I am compelled to believe that it was, very mildly putting it, an *intentional mistake*.

One word more in regard to the item on page 237 entitled "That Meeting."

My friend from Salida was correct in all his statements, as published in the *U. P. Magazine*, excepting that "That Meeting" was called at the request of Bro. Hannahan. The meeting was called for the purpose of hearing Bro. Hannahan talk, as is done wherever he goes. I am prepared to present Bro. Hannahan with a few facts and proofs when the proper time comes, in regard to the false report given to the world about that meeting. Now, Mr. Editor, it is not necessary to froth and fume in regard to epithets, &c., in this letter, as the writer was present at the meeting of the U. P. Joint Board that was held in September, was also present as a visitor in Denver when "That Meeting" was held, was present when the proceedings of said meeting were given to a *Republican* reporter, was also present as an admiring spectator when Bro. Hannahan was escorted by a *committee of engineers* to their convention hall, and after manipulating all these heinous schemes "for the overthrow of federation," and enduring such incessant surprises from the wonderful imagination of our invincible editor, is it not surprising that I am still able to sign myself as of old,

Frank Walton.

[In the foregoing communication of Bro. Walton, there is little of consequence except that which relates to the time of meeting of the General Board of Adjustment of the U. P. system. Bro. Walton refers to an article captioned "Time," which appeared in the March *Magazine*, and becomes unnecessarily irate because we said the General Board of Adjustment of the U. P. system met in October instead of September, as the Constitution of the B. of L. F. provides.

Bro. Walton charges that "Bros. E. V. Debs and J. J. Hannahan know every line in the item referred to, to be absolutely false in every particular." To clinch the charge before he makes it, Bro. Walton refers to an

"official notice" signed by Jackson Hoover, Chairman, notifying the Grand Officers that a meeting of the "Union Pacific Joint Board of Adjustment" was held in Denver from September 23d to September 25th, 1889.

Now, if such a communication was sent to the Grand Officers, Bro. Hoover has an acknowledgment of it, but our files fail to disclose the receipt of such notification. The insinuation that such a notice would be "purposely destroyed," is both vulgar and malicious. But whether such a notice was or was not sent, as the sequel shows, is of precious little advantage to Bro. Walton in this controversy.

The communication relating to the General (or Joint) Board of Adjustment, is dated Pocatello, Idaho, October 20th, twenty-five days after September 25th. Notice, the meeting was held in Denver, the transactions of the Board are dated at Pocatello, Idaho, nor is there in the transactions of the Board of Adjustment, as officially reported, which arraigned, tried and condemned the Grand Officers, any mention of the fact that the Board met in Denver September 23d, or anywhere else, unless from the date of the communication it could be inferred that the Board met October 20th.

If the Board did really meet in Denver, September 23d, 1889, and transact the business set forth in the document (and in this we are willing to accept Bro. Walton's statement) dated Pocatello, Idaho, October 20th, why was the document held back twenty-five days? Why was it held back till the time the B. of L. E. Convention was in session? If a vote was taken September 25th, why delay the notification, that the Grand Officers had been tried and condemned twenty-five days? And if the vote was not taken at the September meeting when was it taken? Did Bro. Walton send the document out over the U. P. system to these several members constituting the Board to obtain their approval of the document condemning the Grand Officers without being heard? If he did not do this, how could he know the final decision of the members of the Board? Was the document in its entirety, as forwarded to the Grand Officers, submitted to and approved by the Board? Or, was the document concocted and cooked in a way to gratify and satisfy its author or authors?

Every reasonable man will inquire, if the meeting was held in Denver September 25th, how does it happen that the document was delayed until October 20th? Why was it not sent from Denver September 25th, as soon as the meeting adjourned *sine die*?

Taking the document as it stands, dated at Pocatello, Idaho, October 20th, 1889, making no reference whatever to any meeting of the "Joint Board" in Denver, or elsewhere, and the conclusion is not only rational, but almost inevitable, that the meeting from

which the document emanated, was held October 20th, and that was our conclusion.

We do not doubt that it will be difficult for Bro. Walton to make satisfactory explanations of the many strange circumstances that surround the extraordinary document in question. Certain it is that the document makes no allusion to any meeting where it was concocted, nor is it presumable that it was approved in its entirety at any meeting of the Joint Board of Adjustment of the U. P. system. Possibly something was outlined, some motion made by some one and upon such a flimsy basis a royal pronouncement, *a la* Santa Anna, was sent adrift. Certainly, we appreciate the machiavelianism displayed in omitting to designate any place of meeting of the "Joint Board," and as neither time nor place of such a meeting appears in the document, and as it was dated October 20th, we inferred that date was the time when the meeting was held, and the nineteen paragraphs of the "Bill of Attainder" exhaustively discussed and judgment passed. It was wholly a bad piece of business, and as an original proposition, we do not believe that Bro. Walton's heart was in it. As for Bro. Hanahan, we are not required to answer for him, as he is eminently able to do so for himself, as he doubtless will at the proper time.—ED. MAGAZINE.]

EAST HARTFORD, May 13, 1890.

Editor *Locomotive Firemen's Magazine* :

Having read a letter in the May number of the B. of L. E. *Journal*, I find one of our supposed worthy brothers, one E. J. Rauch, posing as the modern Sampson of the B. of L. E., and who chimes in to ask no assistance of any other labor organization. "as we have fought our own battles for twenty-seven years unaided." This, he or any other fair-minded man, must admit is false.

Having at one time been a member of the B. of L. E., I know that since its infancy it has always assisted when engineers have required its aid, and that it has been loyal to the interests of the B. of L. E. I say to engineers, be fair and give credit at all times to those to whom credit is due.

I would also ask my worthy brother, who is to blame for the B. of L. E. having to humiliate itself to catch on to the last bob on the kite's tail? Comment is unnecessary.

Now, Mr. Editor, I don't want to tire you with reading this criticism of Bro. Rauch's letter, but contrast it with that of Bro. G. W. Vrooman's, and then note the difference in manhood. Bro. Rauch says he was a delegate to the Denver Convention. I will bet that his Division will not send him again, as he was not eligible then. If I am correctly informed he is a road foreman of engines on the Manhattan Elevated railroad. Perhaps he thinks his opposition to federation will sooner or later place him in the renowned Col. Hains' chair, but I think he will have to wait for that until cold weather.

(Circular No. 2, I honestly think, will be adopted. The rank and file of the B. of L. E. want it regardless of the opposition of the few and then strikes will be a thing of the past, and as I have heard Bro. Arthur say, railroad corporations will say, "Come let us reason together."

I have stretched this out further than I intended, and will close by saying to Bro. Rauch, why did you not go on the C., B. & Q. when the B. of L. E. and B. of L. F. were fighting for justice and take H. B. Stone by the throat and choke him into submission,

or go over on the P. & R. and tackle old man Corbin? And as for us in New England, we don't want your services, as we receive fair treatment at the hands of our officials, except now and then an understrapper who seeks to curry favor with the company, such as yourself. If the shoe fits, E. J. R., put it on.

Old Nutmeg.

[The foregoing communication was written by a member in good standing of the Brotherhood of Locomotive Engineers. The communication of Mr. Rauch which the writer refers to is not worthy of attention, and an average kindergarten graduate would be regarded as exceptionally stupid were he or she or it, to offer such a silly composition for examination.

In discussing federation in the *Engineers' Journal* Mr. Rauch, as a matter of course, takes the side of the corporation and opposes the whole business. Mr. Rauch is essentially a "company" man and if anyone doubts it let him ask the engineers and firemen of the Elevated railway of New York, of which he is the road foreman of engines. We are not surprised that Mr. Rauch is opposed to federation. He is also opposed to strikes under any conceivable circumstances and if he will be perfectly frank he will admit that he is opposed to labor organizations on general principles. There is no better evidence of the conquering and emancipating power of federation than that such men as Mr. Rauch are opposed to it.

Firemen are aware and are not going to forget that upon every proposition involving their interests brought forward at the Denver Convention, Mr. Rauch voted against them with both hands.—ED. MAGAZINE.]

LOVELAND, IOWA, March 21, 1890.

MR. EDITOR:—No movement for the advancement of the general welfare of mankind ever succeeded without a great deal of opposition from those who see only ruin and defeat in measures that will bring victory and justice. So we find those who would cry down and detract from the merits of federation.

One argument we meet with is that it would destroy the individuality of each separate organization, and produce a union of trades and dissimilar wants which would prove the downfall of the orders involved, as has so often been the case in the past when it has been attempted to unite different trades and occupations in such a manner as to secure concentrated action at any and all times necessary. In prior cases the attempt has been to bring all into one distinct order, and to do away with separate trades unions. This scheme has so far proven impracticable.

Federation desires to maintain this same individuality which the old system sought to destroy, and by forming a Board, appointed by the different Federated Orders, to secure the opinions and aid of all members of the federated body in case the rights and privileges of any members were assailed. Thus we see that the main difference between the old system and the new of federation is: The first sought to destroy the individuality of its members, the second seeks to maintain it.

Another argument we meet with is: That "Federation" will be the means of increasing labor troubles through the acts of some unscrupulous members of the different orders, and that slight pretexts would be considered a sufficient cause to cause a general strike. If an order should strike for a cause not deemed sufficient by the "General Board" to demand the coöperation of the other orders, then it must bear the battle alone, as it com-

menced the fight on its own responsibility. When, if the grievance was of a sufficient importance to need prompt adjustment the aid of the Board could be called in and the trouble most likely would be settled without resorting to extreme measures. For it is obvious if Russia, Germany, England and the United States should form a union and say to any other nation "You remedy this wrong, you correct this abuse," that it would be done at once, for the opposing force would be too great to overcome. So they have won a victory without a blow, which one of them alone could only have obtained after a long, fierce conflict, and perhaps even then have met defeat instead of victory.

It is plain, therefore, if "Labor" unites for its battles with "Wrong" and "Oppression," there will be no battle. The force will be too great to overcome, and "Monopoly" will yield gracefully rather than receive an ignominious defeat.

Give federation a fair trial; let it demonstrate the strength of concerted and concentrated action, and you will find strikes a thing of past days.

A victory for one order is, to a certain extent, a victory for all, for it checks the unjust demands and rules of dishonest "Capital" for a time at least.

Among railroad employes, where it is sought to form a federation of the train and enginemen whose interests are very similar, much opposition is met with from two orders. One of these orders, "Does not believe in strikes" is its principal reason for not wishing to federate.

In case of its members being unjustly treated, it would point to the past good deeds of its members, to their servility as a body to the laws of their employers and beseech *not demand* justice. In this order are many upright, fearless, independent men who can ill bear this insult, and will be found in the ranks of "Federation" and the "Right" soon, even if their order remains aloof.

The other order believes, or claims to, that it stands on a plane considerably elevated above the mass of workmen.

This plane, however, is invisible to the eye of ordinary mortals, and can only be seen in the mind of some of the chosen members of that favored order. A large number of this order are also advocates, and believers in federation in spite of the chosen doctrine of "An Aristocracy of Labor," promulgated by the "Grand Officers" of that order.

As long as the means of obtaining an object are honorable, it does not matter so much what they are. In case of a strike of the enginemen on any line, if the trainmen are old and experienced hands the company can fill the places of the strikers with men that, under ordinary circumstances, it would not employ in any capacity, for it knows the hindmen are all right and will see that the train is kept out of any avoidable danger.

If the trainmen strike and the enginemen do not, the result is the same. Where if all concerned had quit, it would have been an impossibility to secure competent men to fill all the vacant places, or even a part of them, and the company would have been compelled to come to terms of settlement.

Above all, let all orders cultivate and gain the friendship of other organizations: it will not cost anything, and in time of trouble it may prove of much benefit.

X. Q.

TO A FRIEND.

May you while on earth live a life of content
And ne'er do an act that you need to repent.
Deriving great strength from the power on high
Giving glory to God while you live, when you die
Even this is the wish of your friend.

Edward Splaine.

TO MADGE.

The wheels of time revolve with speed,
I hope my friend that you'll take heed
Ever to tread in duty's way
Resolved to serve God night and day;
Never to fail but onward press,
Ensured that God will help and bless
Your every effort great or less.

Edward Splaine.

St. JOSEPH, Mo., May 7, 1890.

Editor Firemen's Magazine:

I have heard it said, "with all her faults, I love her still." For one I admire any society, that has for its object, the promotion of man morally. My object in writing to the *Magazine* is to build up, not to tear down our Brotherhood. I do not wish to censure men, but rather to exalt the great brotherhood principle of doing unto others as we would have others do unto us. All members of our Order should have one aim—the success of the Order.

Brother firemen, it grieves me to hear one brother abuse another brother in the official organ. Mistakes are made by the very best of people. The men who seek to correct others, are generally most in need of correction themselves.

We, as members, can be justly proud of our Grand Office and of our Grand Officers. My visit to Terre Haute on April 20th, was a surprise and a pleasure. To see how nicely and correctly business is attended to, and I am convinced that it has required a patient study to put our Brotherhood affairs in the shape they are in at the present time. I believe it would be a grand idea, if all of our members would read their *Magazine* through as soon as received, and then hand it to some non-Brotherhood man, and explain to him its value. Don't wait until some friend gives you an introduction; go to him and introduce yourself and solicit his membership; generally, it is such men that make the best members. Make our Lodge meetings interesting. Always be slow in selecting local officers, not that one man is any better than another as a man, but upon the principle that only the few are qualified for the duties of officers. It is doubtless true, that we all know from experience who have been firing a long time, and always be firemen, as it is impossible for them to be beginners. Such men have missed their calling, and should try some other business. Whatever you don't slight the little points, as they sometimes prove to be the largest. While on this subject, let me impress upon your minds the importance of never allow religion or politics to enter your Lodge room doors, because they are the two things to which men cling with the greatest tenacity. For religion, no man can change mine, and I would sacrifice all things for it. As for politics, men have their views and have a right to believe in them; but trouble will always follow, when any one introduces religion or politics into the lodge room. I don't pay to talk religion or politics in our struggle for success, and the constitutional clause on this subject, should be enforced.

In regard to change of name of our Brotherhood I still advocate it, and while I have a better opinion of P. M. Arthur and the B. of L. E., I believe change is necessary, because the times demand it. Undoubtedly the Engineers will federate, which all right, we cannot get along without them, nor they get along without us. But, we must work ourselves first, and then assist the B. of L. E. and of R. T., and let me add, when we help these organizations we help ourselves. Our Order is composed of firemen, hostlers, engineers and men in all occupations. Does this not require a name suitable for all?

W. E. Sullivan

MISSOULA, MONT., April 10, 1890.

Editor Firemen's Magazine:

It is an ill wind that blows no one good. Here it has been blowing a little gale that lifted Bro. Legett, Oleson and Baird from the left to the right-hand side, not to switch engines, but to road engine which has afforded much pleasure to all of us. In addition to the general rejoicing the arrival of a boy to brighten the home of Bro. Wiley, should be mentioned, as also the fact that Bro. Hanan is happy over the arrival of his wife and boy from East. Such things help to reconcile the boys to a lot, and it is gratifying to say that the boys of nanza Lodge are happy and doing well. Now, Editor, do you ever contemplate coming West for pleasure or business? If so, when the brakes call out "Missoula," be ready with your hand of the window for a shake, for there will be a large army of friends ready to grasp it, and particularly the writer, who fraternally subscribes himself

One Who Knows

GOOD-BY.

There's a kind o' chill'y feelin' in the blowin' o' the breeze.

And a sense o' sadness stealing through the tresses o' the trees.

And a mist seems fallin' dreary on the mountains towerin' high.

And I feel my cheeks grow teary as I bid you all good-by!

"Good-by" the winds are sayin' "good-by" the trees complain.

As they bend low down an' whisper, with their green leaves wet with rain:

"Good-by" the roses murmur, an' the bendin' lilies sigh

As if they all felt sorry I have come—come to say good-by.

I reckon all have said it some time or other soft
And easy like, with eyes cast down, that dared not look aloft

For the tears that trembled in them—for the lips that choked the sigh.

When it came a-swellin' from the heart an' made it beat good-by!

I didn't think 'twas hard to say; but standin' here alone,

With the pleasant past behind me and the future dim, unknown,

A-gloomin' yonder in the dark—the tears come to my eye.

And I'm weepin' like a woman as I bid you all good-by.

The work I've done is with you; maybe some things went wrong.

Like a note that mars the music in the sweet flow of a song:

But, brethren, when you think of me I only ask you would

Say as the Master said of one, "He hath done what he could."

And when you sit together in the time as yet to be,
By your love encircled firesides in the valleys fair and free.

Let the sweet past come before you, and with something like a sigh

Just say, "We ain't forgot him since the day he said 'Good-by!'"

F. L. Stanton, in *Rome Tribune*.

More Reasons Why the Boys Don't "Git Thar."

MR. EDITOR:—"Uncle Silas" gives us an excellent picture of the "H O G" fireman. Here is his mate and the man who is largely responsible for his being a "H O G." When "Bill" first commenced firing, he was a genial good natured fellow and had a laudable ambition to do his best and learn all he could. But (sad to relate) the foreman put him on the 106 with "Jack," a member of the genus "H O G." The foreman put him there for the reason that he was a new man, and it was almost impossible to get any of the old men to stay with the 106 longer than two trips. "Jack" is generally an individual whose head is about twelve sizes too big for his hat, and he makes "Bill" feel at home at once by remarking that "he don't see what that d—d fool (meaning foreman) means by putting every d—d farmer (meaning "Bill") that comes along, on the 106 when he knows it needs a good man." "Bill" don't know anything about the run and "Jack" don't lower his dignity by volunteering any information that would help him, but when they strike an easy piece of track and "Bill" lets her pop a couple of times "Jack" grabs hold of the door chain and pulls the door open with a jerk and wants to know if "Bill" is trying to get every d—d drop of water in the tank out through that pop: then "Bill" lets his fire go down considerable and they come to a place where "Jack" has got to pat her on the back a little, the pointer begins to go the wrong way. "Bill" begins to hustle to pick her up again and "Jack" helps him by remarking, "see here, young feller, I can't pull this train with cold water." Of course "Bill" learns the run after a time and don't allow himself to get caught, but he

don't mix any brains with his coal because he has no incentive to do so. When the "Con" comes over ahead and tells "Jack" he has an order to pick up fifteen empties at X and he thinks they are way down in the hole, "Jack" shows what an ass he is by cursing the road and everybody on it from the President down. "Bill" always has to suffer for "Jack's" freaks of temper as he always tries to take it out of the 106. When "Jack" has to come back two or three times for the brakeman to make a coupling, he gets hot and shows how much he knows by pulling the 106 open and letting her slip until she empties a couple of barrels of water over her jacket and windows that "Bill" has spent three or four hours in cleaning: of course this don't amount to much as "Bill" has nothing to do only scour. If "Bill" is of an inquiring turn of mind and musters up courage to ask "Jack" for information on some point that isn't clear to him, "Jack" gives him a look of withering contempt and either don't answer him at all, or answers him in a way that makes him feel so small that he never has courage to ask another question. After "Bill" gets through taking water and gets down to fix his fire "Jack" calls to him to move here a little so he can oil the wedges. "Bill" jumps up with his eyes dazzled by the fire and moves her a little too far. "Jack" hollers loud enough to lift the roof of the cab, calls "Bill" a d—d fool, and wants to know if he will never get so that he can move an engine a foot without moving her a mile. Maybe the 106 has a thump somewhere, and while she is standing on the siding waiting for the "Canon Ball" thermometer to go in the shade, "Jack" tells "Bill" to give her a little steam and work the lever till he sees how her rods are. After "Bill" has worked the lever for five minutes without hearing anything from "Jack" he stops because he has not strength to do any more, and looking out for "Jack" finds him complacently feeling of the tank truck boxes. "Jack" then tells him if he is d—d fool enough to stand there and pump that lever all day he ("Jack") ain't to blame for his lack of sense. And when the foreman asks "Jack" how "Bill" is getting along with the 106, "Jack" assumes the air of a martyr and says, "Oh, he manages to get along, but his head is thicker than a fourteen dollar Bible, and he'll never know anything about an engine if he lives to be a thousand years old." Is it any wonder that "Bill" gets to be just as big a "H O G" as "Jack," and forms habits through "Jack's" influence that will stick to him through life? He is bound to develop into just such a man as "Uncle Silas" describes, and if he is ever put on another engine with some nice fatherly old fellow (such as I take "Uncle Silas" to be) who would take an interest in him and like to see him get along he judges him by the same standard as he does "Jack" and receives his good advice in a very ungracious spirit, he is so used to kicking and growling that he can't understand anything else. Both "Jack" and "Bill" are (thank God) going gradually out of business, but the one class of men is just as numerous as the other. Habits formed on the foot-board stick to a man like pitch. I know because I've "been thar." If the editor is willing I will describe other engineers I have met who are Jonahs to the fireboy, in future numbers of the *Magazine*.

Vacuum.

LONG PINE, NEB., May 6, 1890.

Editor *Firemen's Magazine*:

As none of the brothers here seem inclined to write, I will send a few items. Business on the road is good for this time of the year, all of the boys are getting in a little more than full time. There have been several promotions lately. Bro. Heaton, of No. 17, to night hostler, at Chadron; Bro. Caldwell, of the same lodge, hostling days at Norfolk, and Bro. Wolf, of 254, nights at the same place. All are in hopes that the road will build this summer as business would then be much better.

We have two good Lodges on the road, Pine Ridge, No. 17, at Chadron, and Climax, No. 254, at Missouri Valley. Nearly all of the firemen here belong and all take great interest in the Order. I am very much in favor of a change in name for the Order to something that will include all classes of engineers. Hoping that some of the other brothers here will pluck up courage and write, I will close.

F. E. & M. V.

ORIGIN OF THE GRAND LODGE, B. OF L. F.

Reminiscences by A. L. Jacobs, the Only Delegate Remaining in the Order.

Under the date of April 21, 1890, Brother A. L. Jacobs, a member of Buffalo Lodge, No. 12, contributes the following interesting reminiscences of the formation of the Grand Lodge of the Brotherhood of Locomotive Firemen, A. D., 1874, in Hornellsville, N. Y.

It is needless to say that such reminiscences are of great value and interest to the Order, especially so, because as the years go by, those who were present when the Brotherhood was born and christened, must necessarily be silent.

Brother Jacobs starts out by saying:

As a member of the Order I will briefly review my connection with railroad and the organization of Buffalo Lodge, No. 12, and also the formation of the Grand Lodge of the Order—its members and officers.

I began firing on the old Erie road, August 23, 1869, on the Buffalo Division, then and for many years afterwards, of six foot gauge. I served in this capacity, and as hostler, until December 24, 1879, when I was promoted to a freight engine by Master Mechanic, Frank M. Wilder, and am yet running a regular freight engine on the same road, not having advanced as rapidly as "East Line," to the passenger service.

Referring to the organization of Buffalo Lodge, No. 12, my recollection is that one forenoon in October, 1874, a stranger was noticed in the immediate vicinity of the Erie round house, and it was soon learned that the man was none other than our honorable brother, Joshua A. Leach, who had visited our city by request of the members of old Erie Lodge, No. 2, then located at Hornellsville, the purpose being to establish a Lodge in Buffalo with the boys on the west end of the Erie road. The quietness observed in the movement, was owing to the fact that at that time the company did not favor such organizations.

However, in the afternoon of the same day, the matter was discussed among the firemen, numbering about fourteen in all, together with several men employed on our Division, who belonged to old Erie, No. 2, and we concluded to organize a Lodge. The first obstacle we encountered related to obtaining a suitable room in which to organize. Some of the boys said, "You may come to my house," others, "you may organize up stairs," in my house," and finally, Old War Horse, Cappy Crossman put in his say as follows: "Why not organize the Lodge in the wash-room used by the engineers and firemen, over the Erie carpenters' shop?"

Following this suggestion, an examination of the room was made by Bro. J. A. Leach, and it was decided to organize there with the following officers—viz:

D. S. Dickenson, Master; I. H. Crossman, V. M.; Dan Gannah, Past Master; Lyman Falfre, Financial Secretary; E. S. Draper, Secretary; A. L. Jacobs, Warden; Thomas Hannon, Conductor; J. F. Diehl, I. W., and Dan Harris, O. W.

Everything was now complete, so far as organization went, and we continued our meetings in the wash-room for several weeks by permission of the Master Mechanic, W. E. Brown, long since deceased. Finally, this room became too small for us, the organization being new and for firemen only, it grew rapidly, and it was decided to appoint a committee to procure a hall in which to meet. As a result, the members of Division No. 15, B. of L. E., granted us the free use of their hall for one month, at the expiration of that time it was to be decided by the Division whether we could longer have their hall free or pay rent.

Then, as now, the B. of L. F. had enemies in the B. of L. E. and at the expiration of the month, Division No. 15, B. of L. E. decided not to rent. Buffalo Lodge, No. 12, met at once. We conferred with Mr. Higham, with whom we contracted to reconstruct some tenement rooms he had in the same block Division No. 15, B. of L. E. was located, and in five days we were behind our own desks.

The furniture in the new hall consisted of two

four-legged desks, twenty-four wooden chairs, two gavels, presented by Mr. White, a boss carpenter of the Erie and a ballot-box, the expense of the whole outfit was about fifteen dollars.

At the time of which I write, there was no Grand Lodge nor was one created for some time subsequently. The laws we had were two copies of the laws adopted by Deer Park Lodge, No. 1.

In the latter part of November, 1874, a circular was issued by J. A. Leach, asking each Lodge to send two delegates to Hornellsville to the first annual convention to organize a Grand Lodge and elect Grand Lodge Officers, and to transact such other business as might come before the body.

Bro. Leach took the authority of issuing the circular, by reason of having been the organizer of Lodges up to the 14th day of August, 1874.

In compliance with the request of Bro. Leach, set forth in the circular, at the first meeting of Buffalo Lodge, No. 12, held in December, Bro. T. Richardson and A. L. Jacobs were chosen to represent Buffalo Lodge, No. 12, in the first annual convention of the Brotherhood of Locomotive Firemen.

On the 15th day of December, 1874, eighteen delegates, representing twelve Lodges, assembled in the room of Old Erie Lodge, No. 2, over E. H. Laughlin's store on Main street, in the village of Hornellsville and there laid the foundation upon which stands to-day the grandest labor and fraternal organization under the sun.

I herewith append a list of the Lodges represented in the first annual convention, and the names of delegates.

Deer Park, No. 1—B. F. Knight and G. W. Heidtall.

Erie, No. 2—D. G. Mack and H. W. Plummer. Jersey City, No. 3—A. Morehouse and Sidney Clark. A. and G. Western, Meadville, No. 4—K. D. Co. and John Armore.

Galion, No. 5—Wm. N. Sayre.

Dayton, No. 6—J. C. Spencer.

Seranton, No. 7—P. B. Posten and L. K. Gleason.

Jackson, No. 8—F. N. Schooley.

Delaware, Ohio, No. 9—R. Kelley.

Cleveland, Ohio, No. 10—C. M. Garner.

Excelsior, No. 11—J. C. Tonzean.

Buffalo, No. 12—A. L. Jacobs and T. K. Richardson.

The first annual convention was in session eight days, and the printed minutes occupy less than eight pages of the *Firemen's Magazine*, and he desire to ask the Editor of the *Magazine*, how many of the delegates named above are now alive in the Order?

It may be well to briefly review the proceedings of the convention, as many of the readers of the *Magazine* would doubtless like to learn of them from brother who was present.

On the first day we had the opening address of A. Leach. We were not welcomed to the village of Hornellsville by the Mayor, for the reason that at that time no Mayor presided over that burg—neither were we welcomed to the village and state by Governor and other dignitaries, as are now the distinguishing features of our conventions. A committee was appointed on secret work, constitution and by-laws, and thus the first day went by.

On the second day, we received a communication from J. Bartlett Smith, then Chief of Division 4 of L. E., to meet with them at their hall at 2 p. m. December 17, which was accepted. Also an invitation was extended to the convention by Master Mechanic J. W. Chapman, of the Western Division of the Erie, to visit the company's shops. No work was done, chiefly with reference to insure the form of assessments, etc. J. A. Leach, elected Grand Master, H. W. Plummer, V. G. Wm. N. Sayre, G. S. and T.

The Convention adjourned Friday, December 19, to meet in Indianapolis, December, 1875.

About four years ago, in company with Master F. P. Sargent and Grand Secretary and Treasurer E. V. Debs, while in Hornellsville, I visited hall where the first annual Convention of the B. of L. F. was held. The owner presented Messrs. Sargent and Debs with the gavel that was used by Grand Master Leach on that memorable occasion, be deposited in the office of the Grand Lodge as a souvenir.

Having written of Buffalo Lodge No. 12 and of the first annual Convention of our Order as memory recalled incidents, I will in the near future, write of the ups and downs of No. 12 as I know them. I agree with "East Line" in regard to change of our name to that of the Brotherhood of Locomotive Enginemen. Fraternally yours,

Amos L. Jacobs.

[Brother Jacobs asks who of all the delegates attending the first annual convention of our Brotherhood are still alive and in the Order? We do not know, how many are still alive, but so far as we know AMOS L. JACOBS is the only one of them who is still in the Order.—ED. MAGAZINE.]

PALESTINE, TEX., March 24, 1890.

MR. EDITOR:—The third annual ball of Neches Lodge, No. 156, came off on March 19, and was a great success, both as an enjoyable and financial affair, everyone being loud in their praise of music, supper, and the manner in which the ball was conducted, and we have cleared about \$100.

There were present about 400 people, comprising friends from San Antonio, Austin, Taylor, Longview, and Trinity, and we received the kindest treatment from the officials in regard to transportation and other courtesies.

The various committees cannot be too highly praised for the manner in which the ball was arranged, conducted and finished.

Yours fraternally,

W. E. Randolph.

CHICAGO, ILL., March 20, 1890.

Editor Locomotive Firemen's Magazine:

I am a member of the Order. I don't want the others to think I am trying to set myself up. I'm of that kind of a hair pin. But I do read the *Magazine*, and have tried to make myself acquainted with the laws of the Order. I belong to that class of men who attend lodge meetings. When I have anything to say I take part in the debates. Of late such matters have been discussed which I thought important and I took a hand in the argumentation.

Now I am not going to tell you what I said or how I did it, but I want to mention the subjects and something about the opinions expressed.

Well, to begin, the new name question came up. I took up all the time we had at one meeting. I made objection to a change of name. One brother said he liked the old name, that with the name we had got along finely, but admitted when he remembered there were hostlers and boozers in the Order, he was inclined to favor a name that would include them all and he didn't want but that it was best under all the circumstances to change the name.

A engineer said that he liked the Brotherhood of Locomotive Firemen. He said he had often been asked to join the B. of L. E., and sometimes had been inclined to join that Order, but had refused because he was loyal to the B. of L. F. and didn't like the obnoxious laws the B. of L. E. had made against the engineers, since the Denver Convention, when he was asked to join. He said, they said, you are not a fireman, what do you want to train to be a fireman for? He said he told them to wait till the firemen would have a name that would include engineers, and induce them to stay in their own brotherhood. He said that "all the members of the Firemen's Brotherhood were locomotive men," and that he liked the name mighty well.

At another meeting we discussed federation and action of our Grand Officers. Everybody was in favor of federation, and all thought our Grand Officers at the meeting in this city, last June, had done what they could. They started federation and it was more than half the battle. Some of the members referred to the action of the Board of Adjustment on the U. P. system when the Grand Officers were condemned without a hearing and thought it an outrage. That was my view of it.

At one meeting the *Magazine* got a hearing and a handling—and its editor too. Everybody admitted that it was the best brotherhood paper ever published. What pleased the boys was that our book always defended our brotherhood; that it spoke out square when the brotherhood was attacked. One brother said that the editor had done his duty to the Brotherhood and that the repeal of the obnoxious laws at Denver would never have been done if the *Magazine* had not fought them. Some one said the editor criticised some of the boys who wrote letters to the *Magazine*, but admitted that when a brother wrote letters in the interest of the B. of L. E. and against our Order that they ought to be criticised, and if the editor didn't do it, our *Magazine* might just as well be edited by P. M. Arthur.

The editor's open letter to P. M. Arthur, everybody said "took the cakes." We are not fighting engineers but we've been fighting for equality—and we are going to have it. The B. of L. E. is going to give equality—it's going to federate—and no paper has done so much to bring it about as our *Magazine*.

I'm thinking I have written as much as you have room for and I'll stop.

Torpedo.

LOUISVILLE, KY., March 20, 1890.

Editor Firemen's Magazine:

I have been reading the *Magazine* for January, and carefully read Brother W. S. Carter's letter, and the editor's comments on the same.

Over here in "Old Kaintuck" we don't pride ourselves much on compliments,—that is, saying pretty things,—except to our girls. The boys on the L. & N. are good fellows, but they have a sort of rough and tumble way of greeting each other when at work quite different from what you see when they are enjoying a little leisure and have on their Sunday rigs.

I want to tell Brother Carter, "of 263," that he isn't as pretty as he was before he wrote that letter on page 47; but I guess he knows more—he ought to.

Brother Carter says: "Now, I have a few words to say in regard to our worthy editor's style of running the *Magazine*." Now, Mr. Editor, I "have a few words to say in regard to our worthy editor's style of running the *Magazine*." It doesn't appear that Brother Carter has any grievance of his own. It looks to me as if Brother Carter was "spillin'" for a fight, and so put a chip on his shoulder and dared the "worthy editor" of the *Magazine* to knock it off. He is like some fellows I have seen, who wanted to fight so much that they would take up the quarrels of others—and they most generally got handsomely licked. When the "worthy editor" got through with Brother Carter, "of 263," he looked like a candidate for an ambulance or a shutter. Being a Brotherhood fireman who stands square on the books of his lodge, and a reader of the *Magazine*, I want to say that I like our editor's "style." He is no coward. He talks for the interest of the Order. Brother Carter, "of 263," cannot find an instance where our book was not the defender of the rights and interests of Brotherhood firemen—not one. Then what is he howling about? Does Brother Carter, "of 263," want the *Magazine* to be a door-mat for the enemies of our Order to wipe their feet on? Does he want it to be a spittoon for any loungers to spit in? And when some fellow does try to wipe his feet on it, does he want the "worthy editor" to say, "All right, go ahead"? I know what I am talking about. I read our *Magazine*, and I read other railroad papers. If our "worthy editor" has made any mistake, it has been in printing letters that ought to have been thrown into the fire. I have read some of them that were a disgrace to the Order, and but for the editor's comments on them, would have done harm to the Brotherhood. They were "rot" of the worst kind. They showed that the writers had little sense, and were using what little they had to injure the Brotherhood. "Them's my sentiments," and I don't charge anything for them, either. The *Magazine* is the best publication of the kind in the country, and firemen who don't know it don't know much about books of any sort. Fraternally,

Fair Play.

SPRAGUE, WASH., March 19, 1890.

Editor Locomotive Firemen's Magazine:

I thought I would let you know that we are in a flourishing condition and still growing. Our lodge now numbers fifty members, ten of whom have been initiated within the last two months. Six applications for membership are now in the hands of the committee.

Our Worthy Master, J. D. Irby, has recently been promoted to main line service, and handles 192 in first class style. Bro. Palmgreen occupies Bro. Irby's seat on switch 84. Our Master Mechanic, Moir, is promoting the boys as fast as he thinks they are competent. Bros. Richmond and Bowman have recently been promoted as switch engineers, and Bros. Clark and Palmer as hostlers. Bro. Ike Stephens takes his departure on the first of the month for Oakland, California. Business of a very pressing and pleasing nature calls him away and when he returns he will be accompanied by his bride. Lodge 133 extends its heartiest congratulations to its Worthy Receiver. Business on the road is good. Immigration is so great over the Northern Pacific that the company has found it necessary to put on another passenger train, a fast run which goes on the first of April.

The shops are crowded with broken down and wrecked engines thus making a great deal of work for shop men. Consequently first class machinists are in good demand. The company proposes to rebuild the shops at Sprague.

The new shops are to be of brick. Machine shops of greatly increased capacity and a forty stall round house will be constructed during the summer. The Idaho division of the N. P. has had some serious accidents this last winter, due mostly to the severe winter and deep snow which we have had in Eastern Washington. Engines 447 and 100, double header on snow plow, jumped the track, wrecking both engines and fatally injuring Engineer Melcher and Fireman Burroughs, January 8, 1890.

Bro. Burroughs, a member of Hercules Lodge, No. 63, died January 12. The remains were accompanied by the bereaved wife and children and Bro. George Kendall, representative of Sprague Lodge, No. 133, to Danville, Ill., the former home of the deceased brother.

Another sad accident occurred March 4. Engine 220, on a west bound freight, collided with the switch engine No. 57, at the eastern part of the yards in Sprague. Bro. Al Moore, was switching in the yards and was struck by the incoming train which he was unable to see owing to a dense fog which prevailed. Bro. Moore escaped with a sprained ankle, but his fireman was so badly injured that he died in four hours. The deceased fireman, Alfred Anderson, had no relatives in this country, being a native of Sweden. Although not a member of our order, the Brotherhood paid him all due honor and respect and he was laid to rest with the feeling that he was one of the many heroes who fall at the post of duty.

Yours fraternally,

No. 133.

MISSOULA, MONTANA, March 12, 1890.

Editor Firemen's Magazine:

I am a regular reader of our highly esteemed *Magazine*, and have always thought it was a daisy, but lately I see so-called "kickers," who don't have to kick, writing in its columns. I would like to express my views on some of the subjects they have been kicking about. In the first place, they want the Woman's Department abolished; they seemingly want the whole earth themselves, with a fence around it. The women have quite as much right to the *Magazine* as these kickers, and probably a good deal more, as kickers generally get their *Magazines* free, while the women folks pay for theirs; and I guess they will always have a share of the *Magazine* devoted to the Woman's Department. To see the way kickers are kicking against women, a fellow is led to think a woman has no right to live; and they also seem to think that if they were to quit kicking about this, that and the other, the editor would cease publishing the *Magazine*; but I tell you, kickers, the *Magazine* will always have lots of good, sensible reading in it, and

more, if you will only keep yourselves out of it columns. You make me tired. If you don't like the style in which things are conducted, you know what to do.

I see where a certain party has been kicking about not having more writers in the *Magazine* about how to fire and clean engines. That party is Cross, and he wants to know anything about how to fire coal, wish he would come up here, and we would treat him in throwing Bozeman coal; and I think by this time he had got out on one of our old ten-wheeler for ten miles, he would throw down his scoop and say he knew too much about firing coal. I tell you the *Magazine* is a poor place to learn how to fire. It is the same as the boilermaker adjusting his draft-plates. No; he is in the shops, and don't know whether the engine is going to steam or not until engineer takes her out and adjusts her on the straight track. The cab, with a full train, is the place to learn how to fire, especially when the engine is working in the company's notch. As to how to clean an engine, the best way to do that is to put her wide open when she is going ahead, especially if she has a straight shot, and then watch the effect but keep your head inside.

But, putting all jokes aside, the kickers get their work on the engineers, and try to down them in the eyes of the public. I wonder what the public thinks about the two organizations scrapping—trying to down the other? Any man with common sense knows there are black sheep in every do. The engineers out in this Western country are so tired of hearing such kicking, and I, for one, think it is time it was stopped. It is queer that I never hear from any kicker in this section down the *Magazine* editor or the Woman's Department. I guess the reason is, the boys in this section have too much manhood left in them.

Well, as I expect to get a roasting from some of these lines, I guess I had better stop.

Respectfully yours,

Cross

CHARLESTON, ILL., March 14, 1890.

Editor Firemen's Magazine:

On Sunday night, March 3d, I had the pleasure of donning a B. of L. F. pin, after a severe and protracted struggle with the frisky goat of Little Giant Lodge, No. 187, of this place, and although the deer was an ugly beast and, as I afterward learned, I been kept in solitary confinement without food two weeks in anticipation of my advent. I hung like grim death and came out victorious. I am proud of my membership as a six-year-old boy with his first pair of red-top boots.

Little Giant is flourishing. We have, I believe, fine a lot of boys among our members as ever occupied seats in a lodge room, and our members are sober, industrious and steady as could be desired. As every rose has its thorn, however, we have difficulty here, viz: to get all to attend meetings when they can. It is hoped that we will develop ways and means in the near future whereby greater interest may be taken in this respect. I think that no member should allow himself to be absent from the lodge room when in the city meeting time, except, of course, in case of sickness or needing rest after a hard trip. Our Worthy Master and Past Master have both their Sunday lay-off here, and consequently are able to attend every meeting, and I have hopes that as soon as the next cost band take up their beds and walk out of the city, that a great many more of our members will be more regular in their attendance.

I understand that our Grand Master intends to pay Little Giant a visit in the near future, and members are looking forward to the event with much pleasure. If we could only have the assurance that he would be accompanied by our Grand Secretary and Treasurer we would be glad, indeed. If he will kindly inform "yours truly" in time, I will lay off a trip, so as to be at the meeting, with new pencil and endeavor to do him and his justice in my next.

In closing, will say I hope to become better acquainted with all *Magazine* readers in the future space can be found for me.

Fraternally,

C. W. Martin

ASHTABULA, O., March 19, 1890.

Editor Firemen's Magazine:

The night of February 18th Western Reserve lodge gave their fourth annual ball, in the city hall. As early as seven o'clock the gay party began to assemble, and by nine o'clock there were nearly three hundred couples in attendance. At eight thirty Bowman and McFee's orchestra, of Cleveland, gave a concert that lasted thirty minutes. At nine o'clock the grand march was formed, led by Bro. Mills and lady, and was one of the finest ever seen in this city. At eleven o'clock supper was served at the Hotel James, and was sumptuous. The firemen's ball has been the leading ball of the season the past four years, and we intend to make it in the future what it has been in the past. The arrangements were of a character to reflect great credit upon the lodge, and especially upon Brother Davis, master of ceremonies, and upon the committee of arrangements. The railroad officials that were present were T. W. Niles, superintendent of the A., J. & F.; G. H. Houghton, road master, and Mr. Wadlington, round house foreman of the P., Y. & A. They pronounced the party one of the finest they had ever attended. Mr. Kimball, superintendent of the P., Y. & A., ran a special car from the harbor to the city and return free of cost to parties wishing to attend the ball. Mr. Niles abandoned all trains except passenger trains on the A., J. & F., in order to give the boys a chance to enjoy themselves. Brothers Hill and Weisel had charge of the cloak room and, notwithstanding the large crowd, not an article was lost or exchanged. We, one and all, vote that the two brothers were equal to the occasion and have our sincere thanks. Nickel Plate Lodge, No. 377, was well represented, as was also Lake Shore Lodge, No. 183, of Collinwood.

Things are very dull on the road now, which gives us lots of time to ourselves; at least, Bro. Rose finds time to visit Andover as often as twice a week.

Our lodge is growing; there were two candidates put through last week and there are four applications on file. As I am afraid I have taken up too much space in your valuable *Magazine* I will close.

H. S. R.

SEATTLE, WASH., March 18, 1890.

Editor Firemen's Magazine:

I wish to tell the brothers that Puget Sound Lodge, No. 407, was born the 12th of January of this year with a starter of eight names; we have increased to thirteen with five more applications in. This is the terminus of the N. P. system, and as most of the men on this division belong to No. 192, it makes our chances of getting a large membership very small, but what we lack in quantity, we will try and make up in quality. Most of us are employed on the Columbia & Puget Sound narrow gauge railway, and we are all new in the Order. Our representative in the legislature from this district (who is an ex-steamboat engineer) tried to get a bill passed requiring locomotive engineers to be licensed. It did not pass, but he is going to try it again. Will some brother please give his ideas on the subject. The firemen in this state sent in a remonstrance to the Governor, and he said if the bill passed he would consider it before he signed it. We all look forward with pleasure to getting our *Magazines*. They do us a lot of good in more ways than one. Any man will profit by reading the Woman's Department. I will be more brief next time. Yours fraternally,

C. E. H.

ST. JOHN, N. B., March 15, 1890.

MR. EDITOR:—I have not seen anything in our *Magazine* for a long time about our down east Lodge, Justice, No. 357, which is located at Vanceboro, and meets in a cozy little room in Plummer's building, where we have some fine meetings with our noble Master, Bro. John E. Shea, of the Maine Central, at our head, and our never-tiring and faithful Bro. Whitfield Nobles as Secretary. In fact, I might say we have got a Lodge of all noble brothers. Our members are very much scattered about for our Lodge is composed of Brothers of the Main Central shore line and Northern and Southern divisions of the New Brunswick railways, and therefore it is sometimes very difficult for brothers to get away

and go a long distance to Lodge meetings, but I can assure you that the majority of our members are warm Brotherhood men, and our worthy Master and Secretary are brothers that we cannot too highly praise, for let what may come, or go, Bro. Shea's and Nobles' stately figures are to be seen on the Lodge room floor, and always ready and willing to do something for the good of the Order. We have another worthy and distinguished brother in the person of our Collector, Bro. C. J. Labor. Up to a short time ago, his chair, I might say, was never vacant, but he wooed and won the heart of a most amiable young lady from Fairville, a sister of one of our noble brothers and we shall have to excuse him for his absence, for we know how to sympathize with him, but we must say, although he is sometimes absent from us, he never neglects the duty assigned to him and he is always sure to have his notices around to us in good time when he wants us to pay up, and look pleasant, for it would be a hard job for us to do otherwise when we meet his smiling countenance. I remain,

Fraternally yours,

Andy S.

ALTOONA, APRIL 5, 1890.

Editor Firemen's Magazine:

It occurs to me that something should appear in the *Magazine* about Eau Claire Lodge, No. 68, and so I have concluded to drop you a line or two. We are all proud of our Lodge and can say we own our hall and Lodge room. We have a large membership and but few have been subjected to expulsion, as we have a Collector who does not forget to let the boys know when to pay their quarterly dues.

Our hall is used by the B. of L. E., the B. of R. T. and by the Ladies' Auxiliary Society, and the latter takes great pride in keeping it well decorated for us all. I am sorry that "Kicker," in the Woman's Department, April *Magazine*, has such a poor opinion of woman's rights, and am of the opinion that should he ever show up in Altoona, and the ladies should get their grip on him it will be all day with him.

Bro. Pat Dugan, of our Lodge, has been advised by his doctors to lay off for a while and recruit his health and strength, else they could do nothing for him, the trouble being a tendency to consumption. Pat has worked hard for the last ten years, and rest will do him good. Bro. Charles Jungck has his place in the meantime. Bro. Pat Keating has been promoted to hosting, nights, while Bro. D. Jones does the same thing, daytime. Bro. Defoe, our *Magazine* Agent, has been very good natured of late—its an eleven pounder, and of course looks just like its pa. Hoping that some one of our Lodge will take sufficient interest in its welfare to follow up this brief communication, I am

fraternally,

T. A. B., 68.

PORT JERVIS, N. Y., April 21, 1890.

Editor Firemen's Magazine:

Lea's Opera House was all aglow with electric lights the 8th of April, it being the occasion of the third annual ball of Lodge No. 1, B. of L. F. in Port Jervis. It began to rain in the morning and all day long the rain clouds poured their contents down on the heads of people who were abroad, but in spite of the weather our friends put in an appearance about 9 o'clock in the evening and at 10:30 the hall was filled with as fine looking people as you ever met, about 400 being present. The attractions of the ball were the artistic decorations on every hand, such as flags, banners, lanterns, and balloons. On the curtain of the stage, in full view, was a banner with a locomotive and the motto of our Order.

Through the kindness of our railroad officials, we were able to have use of flags and lanterns. We had a lunch, and the merry dancers were waited upon by Mrs. Decker, Cole and Fordy. We noticed among our many friends Bro. Hopper, of No. 3, who seemed to enjoy himself. The committee appointed to conduct this ball worked hard in hand to help those who attended, to have a good time, and all present expressed themselves by saying they had enjoyed themselves, and hoped we would long continue to hold our annual balls. The party broke up about 3 a. m., and we wended our several ways home tired, but well pleased.

Long may the boys of the B. of L. F. live to enjoy their well merited success.

J. F.

Personals.

J. V. PIPER, Master of 61, has the unqualified confidence and support of the members of his Lodge.

LOU FISHER, of 109, is contemplating a change of climate in view of his rapidly declining appetite.

WHEN last seen C. M. Nicter, of 206, was headed for Mexico. We hope he reached his destination safely.

THE union meeting lately held by Lodges 45 and 304, was well attended and much good was accomplished.

UNDER the direction of Wm. Merkle, Master, assisted by an able corps of officers, No. 21 is rapidly coming to the front.

AT the organization of Lodge No. 414, Bros. Pate and Wheat rendered Vice Grand Master Hannahan valuable assistance.

W. J. BAIN is distinguishing himself as Master of Pine City Lodge, No. 81. He handles the gavel with dignity and ability.

BRO. CARSON, of 51, and Bro. Amos, of 109, make good side partners. They generally get what is good and plenty of it.

PAT GAUGHAN is rapidly mastering the Spanish language and promises to graduate soon with full honors.

FRED. MYERS is one of the wheel horses of 188, and when there is work to be done, Fred can always be counted on.

It is said that Bro. Watts, of 81, is champion of the bean board, having credit for the longest run on record.

It is rumored that "Happy Jack" Wellman is partial to vendors of tamolies. Jack doubtless knows his business.

J. Franklin, Master of No. 278, and Bro. Sullivan, of the same Lodge, know how to entertain visiting Brotherhood men.

W. J. MURPHY, Master of No. 109, is always ready to assist in anything that will advance the interests of the Brotherhood.

THERE are no flies on Lawyer Green, of No. 81. He can prop up a horse or galvanize a dog when necessary to save funeral expenses.

CAPTAIN RICE, well known among the boys, is now running out of the City of Mexico. The captain is a royal good companion.

BUT short notice of a meeting is required at DeSoto, Mo., to secure a full attendance. The members of No. 6 are abreast of the times.

It is said that Bro. Mahoney, of No. 44, forgot all about it being Friday when his eyes lit on the spring chicken at the St. Louis banquet.

C. D. HENNESSEY, of Lodge 337, is now running out of the city of Mexico, on the Mexican National. As a burro trainer he has no equal.

CONSPICUOUS among the active members of No. 51 are Bros. Carson, Gaffney and Reed, who never weary in working for the good of the Order.

WE are informed that Bro. Brady, of No. 314, will soon leave for Ireland, not for a shamrock, but for his Colleen Bawn. We felicitate you, Bro. Brady.

WE learn with pleasure that Bro. Davis, Past Master of No. 287 has drawn a valuable prize in the matrimonial lottery. May joy ever be with them.

A THOROUGH disciplinarian is Bro. Lordan, Master of No. 320. He believes in doing business upon business principles, and in this he is eminently correct.

ALEX. WILLIAMS, of No. 6, is unflinching in his devotion to the interests of the Brotherhood.

RUMOR has it that Bro. Gaffney, of No. 51, who fires the pay car on the Frisco, will soon locate permanently in St. Louis. Bro. G., you have our best wishes.

ENGINEER MIKE ELEY, of the Inter-Oceanic railway, is spoken of as one of the handiest men with an engine on his line. The boys all have a good word for Mike.

A. HICKERSON is doing good service for the boys at Newark, Ohio. Old "Hick." believes in securing proper State legislation, and is bending his energies in that direction.

ARTHUR BASSETT, of 85, holds forth at the old stand and is doing a good business. Brotherhood men holding the proper credentials will find in Arthur a sure friend.

At the meeting lately held by our Vice Grand Master under the auspices of Minnehaha Lodge, No. 61, some good work was done. No. 2 was well represented.

NELSON J. MILLER, of Granite State Lodge No. 306, is the happy father of a ten pound boy. Bro. Miller does the collecting on the White Mountain Division of the C. & M.

W. J. NEWELL, of Dominion Lodge, No. 61 has been united in marriage with one of York's daughters, and the members of his Lodge tender their hearty congratulations.

THE Master of No. 314, Bro. G. W. Sebastian is celebrated for his fine musical abilities. His improvised concerts, especially his flute solos, may be heard to be fully appreciated.

J. V. PIPER and J. F. Mullaney, two No. 61's most worthy members were recently married, and their fellow members unite in hearty felicitations upon the happy event.

J. B. BRENNAN, who handles the quill at Bartholdi Lodge, No. 309, is a hustler of the first order. He understands the process by which membership of a Lodge is increased.

THERE are few better men than Bro. Greenbaugh, as all will attest who know how steady by the "old folks" when misfortune overtakes them. Bro. G. is made of the right stuff.

JAMES W. GRACE, Esq., General Superintendent of Telegraph of the Mexican National, acquiring well earned fame in his line of usefulness. He is in all regards the master of his profession.

EUGENE MCAULIFF, one of 85's stalwart members, is doing yeoman service for the Order in the Northwest. We hear it rumored that Eugene is seriously considering the matrimonial problem.

GEO. D. CARLISLE has run an engine South America and also in Mexico, but has given the throttle for the present and is now in the rail contract business. G. D. is an ardent federationist.

HENRY A. FRENCH, formerly Collector of Empire Lodge, No. 212, is a member of the C. & M. Engineer's staff, surveying the new extension of Montana Central railroad.

MR. JAMES CONNORS, formerly on the Southern Pacific, is now running a passenger train on the Texas Pacific, from Texarkana west, and is recognized as one of the most popular conductors on the line.

WE have learned with profound regret the dangerous illness of the wife of Bro. W. S. Taylor, of Taylor, Texas, and trust that she may be fully recovered ere this issue of the *Magazine* goes to our readers.

ELMER E. BROWN, of 306, has exchanged the blocks (not the scoop) for the throttle of locomotive A. G. Dewey, on the Woodstock. All the boys are pleased to see Bro. Brown on the right-hand side.

WM. CARROLL, Master of No. 309, has been on the right side for the past three years. He is one of the most active and interested workers in the East.

THE boys at Toronto are evidently up and doing, as would appear by the rapid increase in their membership. They are also much interested in federation, and are devoting much earnest thought to that proposition.

WM. BUCKLEY, of No. 259, is exultant over the arrival of a young son, and already claims for the young hopeful the light weight championship of Wisconsin. Con. McAuliffe will doubtless respond to the challenge.

J. J. FOX, formerly of Fort Wayne, has become pretty well Mexicanized, and is thoroughly up with the times. His many friends will be glad to learn that he is getting along finely in the City of Mexico, where he is now located.

A CORRESPONDENT from Ft. Madison, Iowa, says: "You want to look out for us in the *Magazine* contest for 1890. If we did get the leather medal for 1889 we are not discouraged, as we have Bro. Babb for our agent, and he is a hustler."

At the beautiful city of Brockville, Ontario, Grand Master Sargent was the guest of Island City Lodge, No. 69, and was in the hands of Bro. Thos. Shields, Francis Flannigan and Arthur V. Dale, who contributed in every way possible to the pleasure of his visit.

J. C. POTTER, Receiver of 156, and Henry M. Jones, his engineer, (ex-Master of the same Lodge) recently ran into a washout and had a narrow escape from death. They manfully remained at their posts, displaying heroism worthy of the highest commendation.

THE members of Sunny South Lodge, No. 148, extend their thanks to A. J. Randall, Special Agent for the Fidelity Casualty Company, for an elegant gavel presented by him to the Lodge. The boys appreciate the gift highly, knowing that it is a tribute from one who is in thorough sympathy with the Order.

LEWIS L. GAY, of Lodge 188, Chicago, is a model Receiver, as evidenced by his returns to the Grand Lodge, which are always neat, accurate and businesslike. Bro. Gay has a valuable assistant in his wife, Mrs. Gay, who is an excellent accountant and sees to it that the books are balanced and everything in proper order.

PATRICK SWEENEY and John D. Hurley are two of the most popular engineers running into the city of Mexico. Both are widely known among railroad men as clever, whole-souled fellows, whom it is always a delight to meet and know. Members from the States who visit the City of Mexico may expect a cordial welcome when they meet Sweeney and Hurley.

VICE GRAND MASTER HANNAHAN, during his recent journey to the City of Mexico, had the pleasure of meeting Conductors Taggart, Wells, Gorman and Wallace, who treated him with exceptional courtesy and consideration. These gentlemen are animated by the true spirit of fraternal regard for their fellows and enjoy the respect and esteem of all who know them.

A NOTE from Bro. J. Nicholson, Secretary of the Joint Board of Adjustment of the Grand Trunk Railway, in Canada, informs the *Magazine* that at their last meeting, held in Montreal, April 8 and 9, a vote of thanks was tendered Bro. S. Vaughan for the valuable services he had rendered the Board during his term of office as Secretary. The Board also expressed profound sympathy for Bro. Vaughan and his family in their late bereavement.

WE learn with pleasure of the marriage of our esteemed friend and brother, George Kingsley, Collector and Receiver of Rochester Lodge, No. 99, to Miss Abbie Martin, of Rochester. After the nuptials the young couple went to New York and other eastern points, where they spent their honeymoon. Bro. Kingsley, whom all delight to honor, has the heartfelt felicitations of the brotherhood, which he has served so faithfully and well.

WHILE in Brockville, Ontario, Grand Master Sargent, in addition to the numerous civilities shown him by members of the Brotherhood, had the good fortune to make the acquaintance of Hon. Daniel Derbyshire, Mayor of the city, and found him a man of great affability and a gentleman of the old school, who extends courtesies to strangers in a way that makes them feel at home. In company with His honor, the Grand Master was permitted to see all the beauties of Brockville, and become acquainted with a gentleman, who in Canada and the States discusses dairy interests in a way that makes him in demand wherever such interests are important. Mayor Derbyshire is immensely popular not only with the masculines but with the ladies as well, as is evidenced by the fact that his election is virtually by acclamation. The Grand Master highly appreciated the Mayor's attentions, and his visit to Brockville will not soon be forgotten.

BISMARCK at 75 is going to write for the papers. Possibly he may tackle the labor question.

THE second annual ball given by the members of Nauvoo Lodge, No. 391, was a most gratifying success, and the boys feel highly elated over it. Nauvoo has got hold of the branch, and the indications are that she will soon have the whole tree.

WE invite special attention to the advertisement of J. S. TOWNSEND, 1554 Wabash Avenue, Chicago, which is on the 3d page of the cover of the *Magazine* and fully explains the object. Mr. Townsend has in view, which is to afford railroad men a chance to secure a Howard watch. The advertisement is not misleading as Mr. Townsend will comply with his engagements, and those who write, responding to the advertisement, will receive fair play.

Union Meeting.

ON Sunday, April 27, a large and enthusiastic union meeting was held in Terre Haute, under the auspices of Vigo Lodge, No. 16. Delegations were in attendance from Lodges Nos. 14, 63, 160, 111, 188, 405 and 282. Frank Dupell, Master of No. 16, presided, and the meeting was largely promotive of harmonious action on all matters pertaining to the welfare of the B. of L. F. Federation was intelligently discussed by a number of those present, and the brethren had a good time generally.

In the evening an enthusiastic union meeting was held, attended by representatives from the Orders of Engineers, Trainmen, Switchmen, Conductors and Firemen, and many others who are in sympathy with the labor movements which distinguish the period. J. F. O'Reilly, secretary of No. 16, presided, and in calling the meeting to order delivered a telling address, in which he clearly and convincingly outlined the many and great benefits to be derived from federation. His remarks were well received and his arguments pronounced conclusive.

Frank Dupell, Master of No. 16, was very happy in his illustrations of the many advantages that would accrue to men connected with the train service of railroads by federation. Les. Helmer, of Division No. 92, O. R. C., addressed the meeting, expressing the hope that the time was near at hand when all the Brotherhoods would stand shoulder to shoulder on this same high plane of mutual protection, knowing their rights and daring to maintain them against all opposition. J. Redman, representing Division No. 25, B. of L. E., addressed the meeting, and his remarks were accorded the most respectful attention. Short talks were made by others present, and, taken altogether, the meeting was a pronounced success and exerted a happy influence in the ranks of railroad employes.

The Magazine.

On the 1st of July the first half of the current volume of the *Magazine* will be completed. The second half begins with the July number and expires with the December number, 1890.

Those subscribing by the 1st of July obtain the *Magazine* six months for 50 cents, and agents should bear in mind the TWO SPLENDID PRIZES announced for 1890—one new piano and one gold watch. These prizes ought to be incentives to our agents to work with a will.

But there are other considerations, which we hope will inspire not only our regular agents, but the membership generally to increase the subscriptions to the *Magazine* for the half year ending December 31, 1890.

We have no hesitancy in saying that the *Magazine* is worthy of every effort that can be put forth by the membership to increase its subscription list.

We simply state the estimate of those whose opinions are entitled to consideration when we say that the *Locomotive Firemen's Magazine* stands at the head of the list of its class of publications in the country; and this being true, members of our Order are not required to make apologies when soliciting subscriptions. On the contrary, for the sum of 50 cents for six months' subscription, they are doing the subscriber a greater favor than they otherwise could confer for that small amount of money.

In our desire to extend the subscription list of the *Magazine*, we unhesitatingly appeal to the Brotherhood pride of the membership. We do not hesitate to say that if the membership would put forth commendable energy, ten thousand new subscribers could be obtained to begin with our July number. The one thing required is to take hold of the work with a will, with a determination to win.

Why should this be done? Are there cogent reasons for such appeals to the Brotherhood as make them prudent and timely?

Is it not true that the *Magazine*, in its editorial department, discusses questions relating to labor, to economical questions, to organization and federation, strictly in consonance with the welfare of railroad employes? The pages of the *Magazine* answer to the interrogatories.

In its Mechanical Department the *Magazine* discusses problems of special value to men whose chosen calling is to run locomotives, and the discussions are chiefly by men who are in the harness, and this fact gives special importance to the Department. As a general proposition, the writers so simplify their arguments and illustrations as to render their contributions specially valuable to men who are inexperienced, and are ambitious to win promotion; and hence, to such men the *Magazine*, in the hands of ambitious firemen, is worth many times the price of subscription.

The Woman's Department, in every line and sentence, has sought from the first to afford the wives, mothers and sisters of firemen, and women of culture generally, an opportunity to speak for women—their rights and their wrongs, their hopes and aspirations, and to make the *Magazine* a welcome visitor in every home. And thus we might proceed with every department of the *Magazine*, to demonstrate why our membership could well afford to intensify their zeal in seeking to extend its circulation, for the *Magazine*, once in the hands of an intelligent reader, is almost certain, like Tennyson's brook, to go on forever.

Let it be understood that subscribers beginning with the July number for 50 cents, in estimating lists to secure the prizes, two subscribers count as one, because twice 50 cents is \$1.00.

With this explanation, we appeal to agents and to our members to swell the subscription list of the *Magazine* to such an extent as to make 1890 memorable in its history, and that such a report shall be made at San Francisco as shall thrill every Brotherhood man's heart with pride.

Brothers, now is the time to do efficient work, and we hope you will respond, as when on other and all occasions, good work is to be done.

TEXAS has thousands of acres of good land for sale at from \$2.00 to \$5.00 an acre.

REFERRING to the visit of Vice Grand Master Hannahan to St. Louis on the occasion of the organization of Lodge No. 414, a St. Louis paper contained the following: "John J. Hannahan, Grand Instructor of the Brotherhood of Locomotive Firemen, arrived in the city Friday morning. He was met by a committee representing the Locomotive Firemen employed on the Frisco Railroad, and was escorted to the Masonic Hall, corner of Chouteau avenue and Manchester road, where there were in waiting representative Brotherhood men from Sedalia, Springfield (Mo.), Moberly, East St. Louis and St. Louis. A Lodge of the Brotherhood, representing men who are employed on the Frisco entering this city, was then instituted and named Adamant Lodge, No. 41. Last evening the visitors were entertained at the home of Mrs. L. Wilson, Chouteau avenue and Manchester road, and by the members of the new Lodge. An elegant repast was served, and music and singing indulged in until a late hour, when the guests of the occasion were escorted to their hotel by the home members."

The occasion was in all regards a most enjoyable one, and will long be remembered by those in attendance.

RICHARD JONES, a worthy member of Industrial Lodge, No. 21, met with an untimely death while the discharge of his duties as locomotive engineer as detailed in the following account from the *St. Louis Republic*:

"A terrible wreck occurred on the St. Louis, Kansas City & Colorado Railroad yesterday morning, 10 o'clock, about one mile and a half east of Clay in St. Louis County. The construction train, which also carries freight between St. Louis and Union station, was backing down towards Forest Junction on the Wabash road with three cars loaded with rock and two cars loaded with gravel. The train reached a wooden culvert about the centre of the curve, when the rails spread, and the locomotive and the cars loaded with rock left the track. The engineer, Richard Jones, and the fireman, A. G. field, jumped from the engine as soon as they saw the danger, but were unable to get out of the way of the engine before it fell. Jones was caught up by the hips by the driving wheels and must have been struck in some vital part of the body, as he was instantly killed. The poor fellow was pinned and mashed into the soil, where he lay from 7:30 A. M. to the time of the accident, till 1:30 P. M., when his cold and lifeless body was taken from under the driving wheel."

Fireman Garfield was more fortunate and although seriously injured, it is believed will entirely recover.

GATE CITY LODGE, No. 93, B. of L. F., was recently the recipient of a panel, on which was most beautifully carved the name and number of the Lodge, regalia, two shields, and two picks and shovels, also acorns and boughs of trees in miniature. The Lodge is indebted to Mr. Charles Padgett for this beautiful token of his regard and owe him many thanks. The donor and artist is the father of Jesse Padgett, who, a few months since became a member of Gate City Lodge, and during the C. & Q. strike sympathized with the boys and was ready at all times, with tongue and pen, to do the favor. Such staunch friends of the Brotherhood are always held in grateful remembrance.

THE *Boston Herald* of February 26th gives a lengthy account of the wreck on the Providence Division of the Old Colony Railroad, near Boston, February 23. The engine was in charge of Bro. A. W. Spurr, Collector of Boston Lodge, No. 57, and fortunately, are glad to say, escaped without serious injury. It is again all right, the same being true of Mr. Geo. F. Bones, the fireman.

WM. H. LEWIS, M. M., and Wm. Osborn, dispatched of the D. L. & W. at Hoboken, N. J., enjoy the confidence of their employes, from the fact, as it appears by our correspondence, that they treat the men justly and fairly, and evince a proper interest in their welfare. Such men are pre-eminently "the right men in the right place."

Union Meeting at Tulare, Cal.

We find in the weekly *Register* of Tulare, Cal., a full account of a public Union meeting in that place on May 2d. The Brotherhoods represented were the B. of L. E., B. of L. F., B. of R. T. and B. of R. C.

G. B. Mitchell, of the B. of R. T., called the meeting to order, and F. M. Shultz was chosen Chairman. Rev. W. D. Williams offered prayer, and a number of addresses were delivered. Among the speakers were Judge Wm. W. Cross, of Visalia; E. T. Cosper, of Tulare, who welcomed the delegates to the city; W. H. Alford, City Recorder; Frank P. Taylor and M. E. Power, of Visalia. All the speakers expressed great sympathy for workmen, and encouraged federation. The B. of L. E. was represented by six delegates, the B. of L. F. by ten, the B. of R. T. by five, and the B. of R. C. by four delegates. Federation on the Pacific coast is booming, and the outlook is cheering.

The new Continental Hotel at Buffalo, N. Y., at the corner of Michigan and Exchange streets, is now kept by Mr. Donovan, late an engineer on the Nickel Plate, and an old-time member of the B. of L. E. When in the railway service Mr. Donovan was always the friend of our Order and its members, and now that he has gone into business they should stand by him, as we know they will, and see to it that his hotel is well patronized.

Meetings in the East, Including Buffalo, Corning and Elmira.

In writing of a flying visit to various points in the State of New York, to meet and greet and commune with members of the great Brotherhoods of railroad employes, we realize at the outset that the space at our command will not suffice to do the subject justice, and that we shall be able to do little more than make allusions to incidents which merit elaboration. Leaving Terre Haute April 3d, in company with Grand Master Sargent, we arrived at Buffalo on the evening of the 4th and held a meeting under the auspices of Lake Erie Lodge, No. 241. The meeting presided over by the Master of the Lodge, Bro. P. E. Barry, and was largely attended by the members of the three Lodges of the Order in Buffalo and many members of surrounding Lodges were present. Grand Master Sargent addressed the meeting and a general discussion followed which was interesting and important, adjournment being postponed to a late hour.

We left Buffalo April 5th for the city of

CORNING

and during the afternoon of the 5th, through the courtesy of John McGee, Esq., son of President of the Fall Brook Coal Company, Grand Master Sargent and party was tendered the President's private car for a ride to Watkin's Glen, a beautiful summer resort, which was accepted. The Grand Master was accompanied by Bro. Roody, of Elmira, and Bros. Barry and Crossman, of 241. The engineer who throttled the steed was Mr. L. B. Manning and the man who fed it on combustibles, was Mr. J. A. Knie. The visit was one of unalloyed pleasure and the party appreciated the favor extended by Mr. McGee. In the evening of April 5th, a public meeting was held under the auspices of Fellowship Lodge, No. 12, W. E. Preston, Master of Weaver Lodge, Sayre; J. F. Roody, Fellowship Lodge, 121, Corning; J. C. Tuxell, Lodge 120, Syracuse; William Foote, Lodge 354, Hoboken; Joseph Martin, Lodge 120, Syracuse; John Martin, Scranton. Others present were M. J. Becker, D. Hillery, P. J. Murphy and William Hughes, of the Buffalo Car Inspector's association. The meeting was called to order and presided over by Bro. William H. Schroeder, an engineer on the Delaware, Lackawanna & Western R. R., a gentleman eminently qualified for the position, as demonstrated during the evening. The Chairman introduced Rev. M. F. DeWitt, who offered prayer, and then the great federation meeting was then fairly under way. The Mayor being unavoidably absent, the Chairman introduced as his honor's representative, Hon. John B. Stanchfield, who, in the course of his eloquent address, said:

The purport and import of this meeting, ladies and gentlemen, is to perfect a federation of labor. It means that men bent upon one course, in pursuit of one common object, have come together to bind themselves into a federation of labor. Is there within the confines of this hall a man who doubts the advisability of it? Are not two stronger than one? Are not ten stronger than two? Is not the Brotherhood of Locomotive Firemen, within the State of New York, stronger than ten? than a hundred? Would not the firemen of the United States be stronger than those of the State of New York? Suppose you carry it further and you add to it the Brotherhood of Locomotive Engineers, switchmen and brakemen. United we stand, divided we

close of the meeting Grand Master Sargent was presented with a glass cane, highly ornamented and a real thing of beauty, as also with a glass stocking-ball for his beautiful little daughter, Mabel. The presentation was made by Bro. Roody in a little speech which for pretty allusions, is rarely excelled, and in responding Bro. Sargent was equal to the occasion. Bro. Debs was made the recipient of a handsome cut glass ink stand handsomely engraved, really an exquisite work of art. The presentation was made by Bro. Krebs, whose rhetoric captivated the audience and left the recipient of the favor conspicuously used up.

An enjoyable visit to the glass works was made more pleasant by the courtesies of Mr. Arthur Houghton, of the blowing department, and Mr. John Hoar, of the cutting department, which were highly appreciated.

The members of 121 are abreast of the times in all regards, and are on the alert to promote every interest of the Brotherhood.

On the night of April 5th, we left Corning for

ELMIRA.

a handsome city of 40,000 inhabitants and the objective point of our eastern jaunt. During the afternoon of Sunday, April 6th, a closed Brotherhood meeting of Firemen was held in the Opera House, at which Grand Master Sargent presided. The attendance was large and addresses were made by Grand Master Sargent and a number of other brothers.

In the evening a public meeting was held in the Opera House, which was packed from parquetry to gallery. Of this meeting the Elmira papers gave full accounts, and without an exception were warm in their commendations. Special trains from Buffalo, filled with delegates and members of the various railway Orders, was a cheering feature of the occasion. Delegates were also present from Sayre, Corning, Syracuse, Hoboken, Scranton and other localities.

The Organizations represented at the meeting "were," says the Elmira *Telegram*, "the Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Conductors, the Brotherhood of Railway Trainmen and the Switchmen's Brotherhood. Among prominent representatives of the several associations were Frank P. Sargent, Grand Master of the Firemen's Brotherhood, and E. V. Debs, Grand Treasurer of that organization; Grand Master E. W. Wilkinson, of the Brotherhood of Railway Trainmen and Vice-Grand Master P. H. Morrissey; George W. Howard, Grand Master of the Brotherhood of Railroad Conductors, and the following Masters of Lodges of Railway Firemen: J. J. Knauf, Master of Buffalo Lodge 12; W. E. Preston, Master of Weaver Lodge, Sayre; J. F. Roody, Fellowship Lodge 121, Corning; J. C. Tuxell, Lodge 120, Syracuse; William Foote, Lodge 354, Hoboken; Joseph Martin, Lodge 120, Syracuse; John Martin, Scranton. Others present were M. J. Becker, D. Hillery, P. J. Murphy and William Hughes, of the Buffalo Car Inspector's association."

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fall, is as true to-day as when these words were uttered in long years gone by. I came here to-night not to discuss its merits, but for the purpose of representing the city of Elmira; fair and generous, she bids you welcome. The Queen city of the southern tier, she gathers within her environments many workmen of all kinds and classes. They are her most respected citizens. Elmira, the city of fair women and brave men, bids you all a sincere and hearty welcome.

The remarks of Mr. Stanchfield elicited great applause, and put the meeting in the happiest frame of mind possible. Following the welcoming address the Chairman introduced

GRAND MASTER F. P. SARGENT, OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN.

Mr. Sargent's remarks were substantially as follows:

Twenty-six years ago the Brotherhood of Locomotive Engineers organized, binding themselves together for mutual advancement, building themselves up from a moral standpoint, protecting themselves and benefitting their families. The Brotherhood of Locomotive Firemen came into existence shortly after, making themselves honored and respected citizens of the country. The Brotherhood of Railroad Trainmen and Switchmen also sprung up, and they are doing their work in the same direction as those I have named. And yet during the many years of their existence there always seemed to be a separation between them. The Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen, while they work together to a large extent, there is not that pleasant relationship existing which ought to exist among men who occupy such positions as they do. The Brotherhood of Railway Trainmen and Brotherhood of Railway Switchmen, while they have been engaged in the same good work, they have not been that close together, they have not had that interest in each other that has been manifest for the past year. To-day, in the city of Elmira, we come together—engineers, firemen, brakemen, switchmen, conductors, everyone in the railway service—to see if we cannot become better acquainted with each other, if we cannot have a better understanding with each other, to see if we cannot come down on the same level together and work hand in hand and help each other in life's struggle. [Applause.] The Brotherhood of Locomotive Firemen, the Brotherhood of Railway Trainmen, the Switchmen's Mutual Aid Association and the Brotherhood of Railway Conductors are working under the banner of federation. [Applause.] There are a great many men who do not understand what this new movement is on the part of these several organizations. Organizations like ours are always looked upon by the public with suspicion. When a body of men gather as we gather, men are always suspicious of our action. They wonder what we gather together for. If there is any movement inaugurated which brings men together, it looks like the combining of forces to the detriment of the community, and they endeavor to stop the movement. Now, my friends, to-day the movement of federation among the railway organizations will not be detrimental to the interests of the public. It is in the interest of every workman, no matter what his occupation may be. We came here to-night to get you more interested in this work of federation; to get you to establish yourself under better protection. We trust that you may all see the good work that our Brotherhood accomplishes, and offer us your hand in making the purpose of this meeting a success.

Following Mr. Sargent, the Chairman introduced

MR. S. E. WILKINSON, GRAND MASTER OF THE BROTHERHOOD OF RAILWAY TRAINMEN,

who for a brief time discussed federation and made many telling points in its favor. He grasped the subject and handled it with masterly ability. He was both argumentative and eloquent. His appeal to railroad men to stand together for the protection of each and all was convincing and met with enthusiastic approval. Bro. Wilkinson is a full team on the platform. He knows what to say and how to say it. Thoroughly posted, earnest and honest, he is most emphatically the right man in the right place, and is accomplishing great good for the cause

of federation. At the conclusion of Bro. Wilkinson's remarks

GRAND CHIEF G. W. HOWARD, OF THE BROTHERHOOD OF RAILWAY CONDUCTORS

was introduced to the meeting, and his remarks were listened to with undivided attention. Mr. Howard gave the meeting to understand that he represented the seceding conductors from the Order of Railway Conductors. He said "even railroad corporations had no respect for a man who had no respect for himself." He said "the old Order was non-protective and had arrayed itself with the railway corporations against the employes. He noticed, however, that when conductors had to go the old Ordermen were the first to get fired. He had been everything from a wheel barrow hand to a Division Superintendent, and he believed that the success of the employe meant success for the entire road, officials and all." To use a phrase, Mr. Howard hit the "bull's eye" at every shot, and when he took his seat the impression had been made that the Order of B. of R. C. had a Grand Chief who possessed the ability to lead it to victory. At the conclusion of Mr. Howard's address

P. H. MORRISSEY, VICE-GRAND MASTER OF THE B. OF R. T.

took the platform. He spoke briefly, but eloquently, of the object of the meeting. As a friend of railway employes, knowing the ceaseless perils of their employment, he would have them in a condition and in a position to secure and maintain their rights and were confident that their highest interests were secured and protected by federation. Mr. Morrissey's remarks evinced his capacity to defend federation by whoever assailed, and maintain the good name of the great Brotherhood he represents. The retirement of Mr. Morrissey afforded the Chairman an opportunity to introduce to the audience

PATRICK FENNELLS

Alias "Shandy Maguire," the poet; par excellence of the rail, the locomotive and the cab. To say only that would be doing Mr. Fennell great injustice, for his muse has a wider range than the railroad system. His address was a triumph. It convulsed the audience with merriment, and won for the speaker storms of applause. No happier effort for such an occasion could have been made, and at its conclusion it was the general sentiment that Mr. Fennell's absence would have been in the line of a calamity.

Judge S. S. Taylor was introduced, and felicitously told how singularly he escaped being a railroadier.

As a matter of fact the writer hereof appeared on the platform as a speaker, and metaphorically, like the "King of the French, marched up the hill and then marched down again." What he said was very much in the line of what we write, and for the occasion was the "best there was in the shop. With a few appropriate closing remarks by Brother Sargent the Elmira meeting, in many regards one of the best we ever attended, closed. That the effect produced was eminently beneficial we do not doubt, indeed, the evidence was overwhelming and convincing.

On Monday evening, April 7th, the

FOURTH ANNUAL BALL

of Liberty Lodge, No. 242, was given, and so great was the demand for tickets, about one thousand having been sold, that two halls were required to accommodate the guests, numbering about sixteen hundred. A local paper said: "In Bundy Hall the music was furnished by Cassada's orchestra. Chas. Dickinson and Frankie Lovell led the grand march. In the Masonic Temple Reiner's orchestra furnished the music. The hall was nicely decorated. The 'time tables,' otherwise the programs for the dance, were elegant, consisting of a plush and satin harp, with programs in the back. The supply of these programs gave out as early as 11 o'clock, and plainer ones had to be used. At the end of eleventh dance, a quadrille jig, supper was served at the Rathbun house." It is needless to say that the balls were all that could have been hoped for, and far outstripped estimates. The great assemblage of fair women and gallant men, the music, the beautiful toilets, the brilliant lights and decorations, made the occasion one to be remembered with exquisite pleasure.

Our Western Trip.

Notwithstanding the demands upon our time, we were so fortunate, as to be able to accompany Grand Master Sargent in a flying visit to Missouri during the month of March.

We arrived at Sedalia on March 17, some hours later than was expected, and from the depot were escorted at once to Smith's Hall where a public meeting was held. The attendance was all that could have been expected under the circumstances, and still it was a disappointment to the members of Golden Eagle Lodge, No. 78, under whose auspices the meeting was held. But the ardor of the boys was not dampened and the meeting was in all regards a pronounced success.

Arriving at Sedalia at 3:25 P. M. it was about 4 P. M. where

J. H. LEACH,

the founder of the Order, B. of L. F. and its first Grand Master, called the meeting to order and introduced

HON. MAYOR CRAWFORD,

of Sedalia, who in true western style, broad gauged and generous, welcomed the Grand Officers to "the City of the Prairies." The Mayor said many just and complimentary things of firemen and of the Brother which were appreciated by all. At the conclusion of the Mayor's felicitous address the Chairman, "Dad" Leach, as he is familiarly called, introduced

JUDGE W. S. SHIRK,

who referred to Sedalia as a railroad city, largely supported by railroad men, and that its people had a "warm welcome for laboringmen, and especially the railroad man." The Judge was highly appreciative of the position and service of the locomotive firemen, and among other things said:

"My friends, we always hear more of the engineer than we do of the fireman. We are always reading of the heroism of the former, but very few of us hear of the fireman's heroism or peruse poetry dedicated to him. How few of us think that the fireman stands in the same cab with the engineer, and yet he gets none of the credit, notwithstanding he deserves just as much praise as the man who stands on the other side of the cab."

"Another thing we know is that you are only one step behind the engineer. To-day we may be riding behind Mose Avery or Tom Wood, and a little later we will be riding behind you. While you are not in control of the engine, you are in as much danger as the engineer. The fireman deserves as much praise for bravery and nerve as any engineer that ever went down to death while performing his duty. It is right and proper for you to organize for self-protection. One can do little by himself, but with organization, if his cause be just, he will win. I do not hesitate to say that there is not a boy in your ranks to-day who does not feel better because he belongs to the Order. I, for one, have no objection to organized labor as long as it is well directed."

At the close of Judge Shirk's address, the chairman introduced Grand Master

F. P. SARGENT,

who spoke earnestly and appropriately of the Brotherhood, of its aims and of what it had accomplished. He eloquently referred to firemen as a class of wage workers, and said:

"Look at the men who follow the calling of locomotive firemen! Gather together representatives from all classes of labor and compare them with the firemen. You will find in the countenances and of the latter just as much manliness, ability and love of duty in our ranks as in any other you may mention. No matter on which side of the cab, you will find men capable of grasping any question that may arise. Intelligence is the watchword now."

Mr. Sargent paid a high compliment to women by saying:

"We owe the women a debt we can never repay. There is not a lodge room in the country that does not bear evidence of their handiwork, and many a lodge would to-day be out of existence were it not for the ladies. Without them our organization would amount to very little. When I hear a man speak not very encouragingly of the

ladies and say he don't want them meddling, I feel that that man does not realize the worth of the wife, the mother and the sister. One of the chief features of our Order is to care for them, and I, for one, wish there was more of them."

Mr. Sargent having concluded his remarks, "Dad" Leach introduced to the meeting Grand Secretary and Treasurer

E. V. DEBS,

who, as a matter of course, sought to do his best on the occasion, but how well or otherwise, need not be stated here and now. Following our brief remarks, the chairman introduced

HON. L. L. BRIDGES,

who felicitously introduced "Jim Bledsoe" and informed the firemen that if they were as true to duty as was "Jim," he thought the "All Wise" would not deal harshly with them.

With the address and recitation of Mr. Bridges the public meeting closed.

In the evening a grand ball of Golden Eagle Lodge was given at Sicker's Park Hotel, and a magnificent affair it was. At 12 o'clock, midnight, a sumptuous supper was served by Sicker & Conrad, which it was said was never excelled in Sedalia.

On the morning of the 18th the Grand Officers met Golden Eagle Lodge, No. 78, and held a highly enjoyable meeting.

A pleasant feature of the visit to Sedalia was the meeting with Brother J. A. Leach, who organized Deer Park Lodge, No. 1, in 1873, and who has lived to see the Brotherhood grow to continental proportions.

The visit to Sedalia and the meeting with Golden Eagle Lodge, and the pleasure experienced generally will be fruitful of many pleasant reminiscences.

From Sedalia, we journeyed to

ST. JOSEPH, MO.,

where we arrived March 19, A. M. In charge of the boys of St. Joseph Lodge, No. 43, we were permitted to see the beautiful city of St. Joe, one of the most interesting on the Missouri river.

During the forenoon of the 20th, St. Jo Lodge held a meeting at which we were present, and which was in many regards highly interesting. We doubt if any Lodge of the Order has been more seriously tried than St. Jo Lodge, No. 43. The strike on the "Q" tested its fidelity to the uttermost, but it held fast to its charter and to its integrity and in that regard won a signal victory.

In the afternoon a Union meeting of several of the Brotherhoods was held under the auspices of the B. of R. T. At this meeting several stirring addresses were delivered, and Grand Master Sargent, was, as ever, equal to the occasion, and made a fine impression. The necessity for and the value of federation was boldly stated and cogently demonstrated.

In the evening we attended an entertainment and reception at Kirchner's Hall, under the auspices of St. St. Joseph Lodge, No. 43 which was the embodiment of elegance and refinement. The music and recitations were superb, and the supper which followed was faultless, largely owing to the oversight of Brother W. E. Sullivan, Chairman of the entertainment committee, and his charming wife. Nothing was omitted that could afford gratification, and the visit to St. Jo was a ceaseless round of satisfactions.

This concluded our western trip, and we returned to work with the conviction that it is good to go a visiting, now and then.

The Grand Master's Tour in Canada.

Early in the month of March Grand Master F. P. Sargent left Terre Haute for a somewhat extended tour to the Lodges of the Brotherhood in the Queen's Dominions, north of the great lakes, which was from first to last enjoyable.

On March 4th the Grand Master reached

PORT EDWARDS,

and was the guest of Huron Lodge, No. 221. During the afternoon a Union meeting was held, which was largely attended by Engineers, Firemen, Conductors, Brakemen and Switchmen, and a number of addresses were made by representatives of the

various Orders. In the evening, a secret meeting of Firemen was held, and it was found that Brotherhood affairs were in a healthy and prosperous condition. At midnight a banquet was given, with "snapping turtle" on toast, calculated to give a biting appetite. While at Port Edwards the Grand Master was the guest of Brother J. W. Gray, whose many courtesies were highly appreciated. On Wednesday, March 5th, the Grand Master was in

LONDON, ONTARIO,

and during the afternoon held a secret meeting with Beaver Lodge, No. 117, and found the Lodge in excellent condition—every interest receiving prompt and intelligent consideration. In the evening, at 8 o'clock, a Union meeting was held, largely attended by Engineers, Firemen, Conductors, Brakemen and Switchmen, and the speaking was spirited, the speakers handling the subjects with such ability as to produce highly beneficial results. In London the Grand Master was the recipient of many acts of fraternal regard, which he is pleased to acknowledge. On Thursday, March 6th, the Grand Master arrived at

STRATFORD, ONTARIO,

and at 8 o'clock P. M. a Union meeting was held and questions of importance to railroad men discussed, following which a secret meeting of Avon Lodge, No. 38, was held. At 1 o'clock A. M. of the 7th, a banquet was provided by Good Endeavor Lodge, No. 1, Ladies' Society, B. of L. F., followed by music and dancing until 4 A. M. The entertainment provided by the ladies was elegant, and evinced a devotion to the interests of the B. of L. F. worthy of the highest praise. The boys of Avon Lodge are among the very best that march under the Brotherhood banner, and the Order has a right to be proud of them.

On Friday, March 7th, Mr. Sargent arrived at Palmerston. No meetings were held owing to the fact that the members of Wellington Lodge, No. 181, were at work, and owing to the rush of business could not find time to hold a meeting, but a number of the members were met as they came in from their runs. The Order at Palmerston is in good condition, and while in the town Mr. Sargent took tea with Bro. James Nicholson, an engineer and one of the old-time members of the Brotherhood.

On Saturday, May 8th, the Grand Master reached Hamilton, the seat of Maple Leaf Lodge, No. 151. Here, as in Palmerston, the boys were too busy to hold meetings, but Mr. Sargent went to the Lodge-room, where the brothers called to see him as they came in off the roads. During his leisure, the Grand Master enjoyed a ride about the town, and was made familiar with its many attractions. He found Maple Leaf Lodge in excellent condition, and the membership wide awake and working for the good of the Brotherhood.

On Sunday, March 9th, the Grand Master arrived at

TORONTO,

and under the auspices of Queen City Lodge, No. 262, located at Toronto Junction, secret meetings were held in the afternoon and evening. The attendance at both meetings were large and the proceedings interesting and profitable.

Throughout Canada the condition of the Lodges of the B. of L. F. could scarcely be improved, and a nobler set of men are not found in the ranks of any Brotherhood. Firm in their fidelity, wise in council, considerate and progressive, nothing daunts their courage or swerves them from the path of duty.

In this brief summary of the Grand Master's tour in Canada, mention of the meetings at Brockville and Belleville are omitted, because full accounts of the meetings at these places appeared in the May *Magazine*, pages 446 and 448. The tour was one of great satisfaction to the Grand Master, as will be this brief report to the great body of the Brotherhood.

E. W. JACKSON, Esq., General Manager of the Mexican Central, is a most courteous and obliging gentleman and commands the undivided respect of the men in his employ. Mr. Jackson is a thorough railroad man, and in all regards well fitted for the high and responsible position he occupies.

Amusements.

At Ashland, Wis., some time since the members of the B. of L. E. and B. of L. F., gave a grand Unional which, from the accounts given in the local press must have been an exceedingly agreeable occasion. Says a local paper:

"The scene from the entrance was captivating. Streamers of the stars and stripes festooned the ceiling. Three electric lights illumined the hall. The center light cast a soft, mellow red light to neutralize the brilliancy of the other two arc lights. The chandeliers were all decorated with evergreens as the railroad lanterns, which speak the language of railroad life, hung beneath. Each four corners of the spacious hall had the switch lights gleaming from the shadows. Surmounting all this were four huge headlights, standing out like mammoth eyes kindly beaming upon the happy festivities. On each side of the hall were the mottoes of the Brotherhood, "Sobriety and Industry" were the watch words. Over the stage was that magic word, "Welcome." The music furnished by the Third Regiment band of Wausau was superb. It is evident that it composed of musicians. Their selections were new and given with good expression. The lead was rather light for the timbre of the orchestra, but the general effect is not equalled by any orchestra outside of Milwaukee or Chicago."

The same paper says, "The supper was simply grand. It was served at the Wisconsin Central dining room, where five hundred guests were served. It affords the *Magazine* special pleasure to chronicle such exhibitions of good will and fraternal sympathy on the part of the two great Brotherhoods."

Acknowledgments.

BRAINERD, MINN., April 2, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—With heartfelt gratitude I desire through the columns of the *Magazine* to express sincere thanks to the Brotherhood of Locomotive Firemen of Pine City Lodge, No. 81, for the receipt of a draft for fifteen hundred dollars (\$1,500.00) amount of insurance, due me on the death of my beloved husband, Arthur W. Price, and I also wish to express my appreciation of kindness and attention shown him after death. Words are inadequate to express the gratitude I feel toward your Order. May the blessings of heaven rest upon you, one and all, is the sincere wish of his widow.

Very gratefully yours,

MRS. A. W. PRICE.

CLINTON, IOWA, April 17, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I received this day through Thos. E. Bulen, Receiver for Clinton Lodge, No. 34, a draft for fifteen hundred dollars, the full amount due me on the policy held by my beloved husband, Richard J. Murray. Please accept my sincere thanks. With best wishes for the welfare of your Order.

I remain very respectfully,

MARY E. MURRAY.

MARSHALLTOWN, IOWA, May 6, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to extend my sincere thanks to Arbitration Lodge, No. 330, and to the Brotherhood in general for the prompt payment of five hundred dollars, the amount due me on the policy held by my dear brother Patrick H. Kelley, who suddenly met his death while in the faithful discharge of his duty January 25, 1890. We wish thank St. Joseph Lodge, No. 43, for their brotherly care and kindness, and in accompanying his remains to Marshalltown, Iowa; and also to Guide Lodge No. 125, who so kindly assisted in bearing his remains to their final resting place. With best wishes for the success of your noble Order, and express to Mr. R. A. Hetherington, of Lodge No. 320, my wish to return our sincere thanks for his kindness to us in our deep sorrow and affliction.

May the blessing of heaven rest upon you, and all, is the fervent prayer of

Yours truly,

BESSIE KELLEY.

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

JUNE, 1890.



Assessment Notice for June.

OFFICE OF GRAND LODGE, B. OF L. F.
TERRE HAUTE, IND., June 1, 1890. }

ASSESSMENT No. 12, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the Order, viz:

CLAIM No. 242. Matthew Wilson, of Calumet Lodge, No. 249, died from injuries received in a Collision, November 24, 1889.

CLAIM No. 243. W. H. Dickerson, of Mission Lodge, No. 281, died of Chronic Peritonitis, January 9, 1890.

CLAIM No. 244. Geo. M. Edwards, of Salt Lake Lodge, No. 178, died of Tuberculosis, February 10, 1890.

CLAIM No. 245. Thos. Hinshaw, of Morning Star Lodge, No. 88, was declared totally disabled by loss of Leg, February 23, 1890.

CLAIM No. 246. Jesse Bowlin, of Taylor Lodge, No. 175, was killed by Railroad Accident, March 14, 1890.

CLAIM No. 247. Robert F. Shields, of Kit Carson Lodge, No. 257, died of Smallpox, March 14, 1890.

CLAIM No. 248. Daniel Hogan, of Liberty Lodge, No. 242, died by Accidental Drowning, March 25, 1890.

CLAIM No. 249. Chas. Williams, of Sunset Lodge, No. 177, died of Congestion of the Stomach, March 27, 1890.

CLAIM No. 250. Peter Burns, of Falls City Lodge, No. 103, was killed by Railroad Accident, March 27, 1890.

CLAIM No. 251. George Goldsby, of Southern Cross Lodge, No. 324, died of Heart Failure, March 31, 1890.

CLAIM No. 252. Grant J. Turner, of Comet Lodge, No. 126, was killed by Falling from Engine, April 4, 1890.

CLAIM No. 253. Allison E. Warner, of Star of the East Lodge, No. 118, was killed by Being Run Over by Engine, April 7, 1890.

CLAIM No. 254. Joseph Rudman, of Salt Lake Lodge, No. 178, died of Kidney Disease, April 11, 1890.

CLAIM No. 255. James Cavanaugh, of Alamo Lodge, No. 253, died of Abdominal Aneurism, April 14, 1890.

CLAIM No. 256. Gustavus A. Howard, of West End Lodge, No. 18, was killed in a Collision, April 15, 1890.

CLAIM No. 257. Lewis W. Putnam, of Morning Star Lodge, No. 88, died of Stomach Trouble, April 20, 1890.

CLAIM No. 258. John Feeney, of Friendship Lodge, No. 375, was killed by Railroad Accident, April 26, 1890.

CLAIM No. 259. Patrick Falvey, of Jno. Hickey Lodge, No. 266, died of Tuberculosis, May 11, 1890.

CLAIM No. 260. Richard I. Jones, of Industrial Lodge, No. 21, was killed by Railroad Accident, May 12, 1890.

An assessment of Two Dollars (\$2.00.) has been levied for the payment of the above claims and you are required to forward said amount for each member whose name appears on the rolls June 1, 1890, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than June 30th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Addresses Wanted.

JOHN GILLIGAN—A member of Southern Cross Lodge, No. 324, is requested to correspond with the Secretary, E. R. Curl, Gainesville, Texas.

JOHN COCKSEY—At one time a member of J. H. Selby Lodge, No. 243. Anyone knowing of his whereabouts will please correspond with his sister, Mrs. M. S. Hindman, Glasgow, Ky.

M. P. GORMAN—At one time a member of Pacific Lodge, No. 173, Winslow, Arizona. Anyone knowing anything concerning his whereabouts will please correspond with S. R. Edwards, Collector of St. Lawrence Lodge, No. 15, B. of L. F., 114 Grand Trunk street, Point St. Charles, Montreal, Canada.

Lodge Directory.

We have been compelled to omit the Subordinate Lodge Directory from this issue of the *Magazine* on account of the accumulated volume of correspondence which demanded publication, and still we have not been able to make room for all the communications received, and as a consequence a number of our correspondents will be disappointed. We hope in due time to give all a hearing.

Regalia for Sale.

A full set of officers' regalia and twenty (20) members' regalia, in good condition, can be purchased from Self Help Lodge, No. 80. Address George Goding, 428 Benton street, Aurora, Ill.

THE NATIONAL MAGAZINE.

The *National Magazine* for April opens with an interesting article entitled "Chatterton, the Boy Poet," by Rev. Albert Banker, D. D., of the National University of Chicago; the "Current Value of Degrees" is by Dr. F. S. Thomas, M. D., Ph. D.; other articles are "The Columbus Society of Patriots of America," a laudable organization to cultivate patriotism in our American youth; "The Origin of the Name and Office of Justice of the Peace," by Rev. Joshua P. Bobb, LL. D.; and "Save Our Farmers," by F. W. Harkins, chancellor of the National University, the non-resident or correspondence work of which rapidly developing institution is also explained in this number. Sample copy, 10 cents. Address, 147 Throop street, Chicago, Ill.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., May 1, 1890. }

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month ending April 30, 1890:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1		71		141		211		281	
2		72		142		212		282	
3		73		143		213		283	
4		74		144	\$24	214		284	
5		75		145		215		285	
6		76		146		216	\$42	286	
7		77		147	88	217		287	
8		78		148		218		288	
9		79		149		219		289	
10		80		150		220		290	
11		81		151		221		291	
12		82		152		222		292	
13		83		153		223	42	293	
14		84		154		224	54	294	
15		85		155		225		295	
16		86		156		226		296	
17		87		157		227		297	
18		88		158		228		298	
19		89		159		229		299	
20		90		160		230		300	
21		91		161		231		301	
22		92		162		232		302	
23	\$42	93		163		233		303	
24		94		164		234		304	\$74
25		95		165		235		305	
26		96		166		236		306	
27		97		167		237	154	307	
28	108	98		168		238		308	
29		99		169		239		309	
30		100		170		240		310	
31		101	\$26	171		241		311	
32		102		172		242		312	46
33		103		173	80	243		313	
34		104		174		244		314	
35		105	70	175		245		315	
36		106		176		246		316	
37		107		177		247		317	
38		108		178		248		318	
39		109		179		249		319	
40		110		180		250		320	
41		111		181		251		321	
42		112		182		252		322	
43		113		183		253		323	
44		114		184		254		324	
45		115		185		255		325	
46		116		186		256		326	
47		117		187		257		327	84
48		118		188		258		328	
49		119		189		259		329	
50		120		190		260		330	
51		121		191		261		331	
52		122		192		262		332	
53		123		193		263		333	
54		124		194		264		334	
55		125		195	58	265		335	
56		126		196		266		336	
57		127		197		267		337	
58		128		198		268		338	
59		129		199		269		339	
60		130		200		270		340	
61		131		201	68	271		341	
62		132		202		272		342	50
63		133		203		273		343	
64		134	96	204		274		344	
65		135		205		275	48	345	
66		136		206		276		346	
67		137		207		277		347	
68		138		208		278		348	
69		139		209		279		349	
70		140		210		280		350	

Balance on hand April 1, 1890 \$50,084 75
Received during month 1,314 00

Total balance on hand May 1, 1890 . . . \$51,348 75
Respectfully submitted,
EUGENE V. DEES, G. S. & T.

ANGUS SINCLAIR'S BOOK.

We are under obligations to Messrs. John Wiley & Sons, publishers, No. 53 East Tenth street, New York, for a copy of the Fourteenth Edition of Angus Sinclair's book on "Locomotive Engine Running and Management," a work, the great value of which is attested by the demand there is for it, as shown by the number of editions placed on the market. Manifestly, every fireman in the country who aspires to be an engineer, and every engineer, who is ambitious to know the machine thoroughly, should study Mr. Sinclair's book. With such attention as we have been able to bestow upon its pages, we are satisfied that there are few, if any, difficulties besetting the work of a "runner" that Mr. Sinclair has overlooked or left unsolved, and what is of great value, and a distinguished feature of the book, is, that it is written in a style of such simplicity that a man must needs be exceptionally obtuse if he is not benefitted by the author's explanations. We regard the book as a valuable contribution to the library of the *Magazine*, and shall, as occasion requires, draw from its pages for the benefit of our readers.

WARNING.**The Family Magazine 258 and 259 Broadway New York—A Swindle!**

In the January number of the *Magazine*, page 94, appeared a captivating advertisement which came to the *Magazine* through the regular channels of such business, viz: from the U. S. Advertising Agency to the advertising agent of the *Magazine*. We refer to the advertisement captioned "100,000 valuable presents." The guessing proposition and the bogus prizes offered were simply bait to catch subscriptions to *The Family Magazine*, a publication that has no real existence and consequently the advertisement is nothing more than one of the well planned swindles of the times.

The *Magazine* is not in a position to know except through its advertising agent the reliability of advertisers, and an advertisement received through such a channel is accepted as *straight goods*, and as such appears in our advertising column. It will therefore be seen that the *Magazine* is in no sense responsible for the appearance of the advertisement in question. We were imposed upon, as others have been, by a well planned swindle and some of our patrons have been victimized by the scoundrels who conducted the scheme. We take the earliest opportunity to expose the rascals and to warn our readers.

The better way to deal with foreign advertisers is *never* to pay in advance. Another thing is to scrutinize the advertisement closely and see that only prudent propositions are made: since, whenever a concern proposes to give away *much or little*, it may be accepted as positive proof that the proposition is a swindle.

At any time, when our patrons desire information concerning the reliability of advertisers, we will promptly, upon application, do what we can to satisfy them, and to protect them against any swindling scheme that may find its way into print.

Weight 18 lbs. Adjusted every 100 lbs. of weight.

UNIVERSAL BATH.

Full, Hot, Dry, in one.

Vapor and Water—fresh, salt, Mineral.

Artificial Sea Bath.

Centennial Award. Medal and Diploma.

Wholesale & Retail.

Old Baths Renewed.

E. J. KNOWLTON, Ann Arbor, Mich.



C. A. SCHLECHTER,

Manufacturing

JEWELER,

Special Agent for the

DUEBER-HAMPDEN WATCHES,

The Best Railroad Time-Keepers.

Fine Presentation Watches a Specialty.

WRITE FOR QUOTATIONS.

REFERENCES:—

Mr. James Reed, Superintendent P. S. V. R. R.
 Mr. O. W. Stager, Assistant Supt. P. & R. R. Co.
 Mr. L. B. Paxson, Supt. Motive Power P. & R. R. Co.
 Mr. George Eltz, formerly Dispatcher P. & R. R. Co.
 Mr. J. F. Witman, Ticket Agent P. & R. Co.
 Mr. Edwin Boone, Cashier Union National Bank.
 Adams Express Co. United States Express Co.
 Bradstreets. R. G. Dun & Co.

HEADQUARTERS

FOR

Brotherhood of Locomotive Firemen,

B. of L. E., R. R. Trainmen, O.

R. C., S. M. A. A., Telegraphers', etc.

BADGES

LAPEL BUTTONS,

Charms, Rings, etc.

Society Emblems of all kinds and Orders.

Medals, Ribbons, Badges, etc., etc., etc.



No. 679—Solid Gold.
Price, \$1.25 each.



No. 694—Solid Gold.
Price \$1.25 each.



No. 693—Solid Gold.
Price, \$1.00 each.



No. 736—Solid Gold.
Price, \$1.00 each.

Send for Catalogue of Prices of any of above goods. Largest Emblem House in America. Fine Presentation Lamps.

C. A. SCHLECHTER,

6th and Penn Streets, READING, PA.

RAILROAD Trainmen's Journal.

A 64 page Illustrated Monthly Magazine, Devoted to the Highest Class of Labor Literature.

Conducted by L. W. Rogers, formerly editor Railroad Patriot.

A splendid Magazine for only One Dollar Per Annum

What it contains each month:

Portraits of Prominent People in the Labor World,

Illustrations of Great Railroad Enterprises,

Ringing Editorials on the Questions of the day,

Articles from Able Contributors,

An Illustrated Woman's Department,

A Record of Accident and Death on American Railways

Per Annum, \$1; Single Copy, 10 cents. Sample Copies Free to any Address

RAILROAD TRAINMEN'S JOURNAL,

Galesburg, Illinois.

BOOKS FOR

Locomotive Engineers and Firemen.

Smith's Locomotive Engineer's Torch, \$1.

Reynold's Locomotive Engine Driving—A Practical Manual for Engineers in charge of Locomotive Engines, \$1.40.

Forney's Catechism of the Locomotive, \$2.50.

Sinclair's Locomotive Engine—Running and Management, \$2.

Alexander's Ready Reference for Locomotive Engineers and Firemen. \$1. With Key,

Norris—A Hand-book for Locomotive Engineer's and Machinists, \$1.50.

Colburn—The Locomotive Engine, \$1.

Roper's Hand-book of the Locomotive, \$2.50.

Reed's Head-Light for Engineers. Practical instructions to Manage the Locomotive, \$1.50.

Edwards' Modern American Locomotive Engines, \$2.

Hoxie's Pocket Companion for the Locomotive Engineer and Fireman, \$1.50.

Baker's Manual of Instruction for the Economical Management of Locomotives, \$1.

Send for 80-page Catalogue of Scientific and Mechanical Books. Gratis on application.

50 Copies sent free by mail on receipt of price.

D. VAN NOSTRAND COMPANY, Publishers,
23 Murray and 27 Warren Sts., New York.

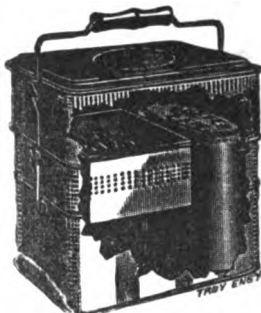
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Patent Square Ventilated Dinner Pail

BEST PAIL MADE.

We have many testimonials like the following:

BAKER CITY, ORE., March 12, 1890.



Reardon & Ennis:

I received your Patent Ventilated Dinner Pail, and believe far superior to any other Dinner Pail in use, and will with great pleasure recommend it to all railroad men.

Yours truly,
Dr. T. N. SNOW,
Surgeon

Size of No. 2 Pail is 9 1/4 inches long by 5 1/4 inches wide by 9 1/4 inches high, when locked up.

TO INTRODUCE THESE PAIRS, UNTIL FURTHER NOTICE we will deliver ONE NO. 2 VENTILATED PAIL, boxed and expressage paid, at any express point in the United States, on receipt of P. O. Order for one dollar and fifty cents, and for every fifteen Pail order received we will refund the money and send the Pail free of expense. Try one.

REARDON & ENNIS,

Sole Manufacturers. TROY, NEW YORK

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Brotherhoods of Firemen,

ENGINEERS, CONDUCTORS,
BRAKEMEN, Etc.

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M. C. LILLEY & CO.

COLUMBUS, OHIO.

MANUFACTURERS OF

Military and Society Goods, Railroad
Caps and Uniforms.

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WHOLESALE JEWELERS

Inventors and Manufacturers of the
ANTI-MAGNETIC SHIELD.

The only positive and permanent protection for watches against magnetic and electric influences, and as such awarded the medal at Paris exposition. It is endorsed and recommended to their employes by the managements of most of the leading railways of the country. Ask your jeweler for it, and take no other. If necessary, order direct from us.

GILES, BRO. & CO.,

103 State Street, Southeast Cor. Washington,
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PAY RETAIL PRICES

WHEN YOU CAN

BUY AT WHOLESALE

WHATEVER YOU

EAT, WEAR OR USE.

WE HAVE NO AGENTS.

Write for full Catalogue Sent FREE.

H. R. EAGLE & CO.,

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Baby Carriages.



We manufacture Baby Carriages to sell direct to private parties at wholesale prices, thus saving them the dealers' profit. Send 2 cent stamp for Illustrated Catalogue.

The American Rattan Co.,
P. O. Box 346, TOLEDO, OHIO.
NAME THIS MAGAZINE.



J. J. CLUIN,

MANUFACTURER OF

PINS AND CHARMS

FOR

RAILROAD TRAINMEN

And Railroad and other Societies.

Send for Illustrated Circular and Price List.

54 CENTRAL STREET,

Lowell, Mass.

WIDE-AWAKE TRADESMEN



have learned by experience that the only waterproof coat they can sell to a cowboy or hunter is the Pommel Slicker with the "Fish Brand" Trade Mark on it. They are the best waterproof saddle coats ever made. They keep the saddle, the horse's back, and the rider thoroughly dry and warm. No saddle sores from the galling of a wet saddle. When used as a walking coat, the extension front buttons back, and the Slicker is changed at once to an ordinary coat. Just try one, they cost but little and will prevent colds, fevers, rheumatism, and other results to exposure to the weather. Beware of worthless imitations, every garment stamped with "Fish Brand" Trade Mark. Don't accept any inferior coat when you can have the "Fish Brand Slicker" delivered without extra cost. Particulars and illustrated catalogue free.

A. J. TOWER, - Boston, Mass.

LEGS AND ARMS

WITH RUBBER FEET AND HANDS.

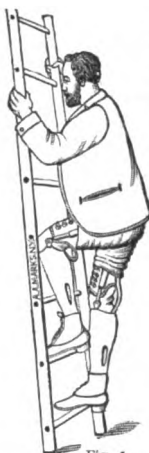


Fig. 1.

tent find (shave commended the rubber foot and hand for their remarkable advantages.

Awarded the highest prizes at every competitive exhibition.

Endorsed and purchased by the U. S. Government.

A treatise of 400 pages with 200 illustrations and copyright formula, SENT FREE.

Fig. 1 is from an instantaneous photograph of a man ascending a ladder; he has two artificial legs substituting his natural ones, which were crushed by a railroad accident and amputated. Fig. 2 exposes his stumps. With his rubber feet he can ascend or descend a ladder, and balance himself on the rungs. He can walk and mingle with persons without betraying his loss; in fact, he is restored to his former self for all practical purposes.

With the old methods of complicated ankle-joints these results could not be so thoroughly attained.

Over 9000 in practical use, scattered in all parts of the world. Many of these have been supplied without presenting themselves to us, simply by sending measurements on a copyright formula which any one can easily fill out. Eminent surgeons and compe-



Fig. 2.

A. A. MARKS, 701 Broadway, New York.

8,200 COPIES

or

Twenty Years with the Indicator

Sold to March 30th, 1890. Two vols. in one large 8vo, illustrated.

Price \$2 50 post-paid.

THOMAS PRAY, Jr.

P. O. Box 2,728.

BOSTON, MASS.

Health is Wealth!



DR. E. C. WEST'S NERVE AND BRAIN TREATMENT, a guaranteed specific for Hysteria, Dizziness, Convulsions, Fits, Nervous Neuralgia, Headache, Nervous Prostration caused by the use of alcohol or tobacco, Wakefulness, Mental Depression, Softening of the Brain resulting in insanity and leading to misery, decay and death. Premature Old Age, Barrenness, Loss of Power in either sex, Involuntary Losses and Spermatorrhoea caused by over-exertion of the brain, self-abuse or over indulgence. Each box contains one month's treatment \$1.00 a box, or six boxes for \$5.00, sent by mail prepaid on receipt of price.

WE GUARANTEE SIX BOXES

To cure any case. With each order received by us for six boxes, accompanied with \$5.00, we will send the purchaser our written guarantee to refund the money if the treatment does not effect a cure. Guarantees issued only by

J. & C. SAUR,
Druggists, Terre Haute, Ind



Lodges of the B. of L. F. wishing to procure Regalias will save 20 to 50 per cent. by sending orders to

L. T. F. ZAISER,
27 South Meridian St.,
INDIANAPOLIS, IND.

Castner & Curran,

General Tide Water Coal Agts.

CELEBRATED

Pocahontas Semi-Bituminous Coal.

1 Broadway, New York. 308 Walnut St., Philadelphia.
70 Kilby St., Boston. 36 Main St., Norfolk, Va.
1 Fenchurch Avenue, London, England.

The Pocahontas Coal is acknowledged by all Railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the outputs have increased over 1,200 per cent., amounting in 1887 to 1,300,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

STILL ON TOP.

PRICES REDUCED.

BAKER'S ·· TRIPOLINE

The Best Metal Polish in the World.



For this year prices to Firemen (as agents) will be one pound boxes, per dozen, \$2.25. One-half gross lots, \$12.00. Gross lots, \$22.50. Three pound pails, \$5.50 per dozen. Five pound pails, \$8.75 per dozen.

Still cheaper (our new Polish)—Baker's Standard—A splendid Polish for heavy work. One pound boxes, \$2.00 per dozen. One-half gross lots, \$11.00. Gross lots, \$20.00. Five pound pails, \$8.00 per dozen.

Cash Must Always Come With Orders to Avoid Delays.

Bed rock prices are here, given to Firemen as agents and they cannot and must not expect to buy from dealers at these prices. Samples sent free on application.

Address

THE MATCHLESS METAL POLISH CO.,
88 MARKET STREET, CHICAGO, ILLINOIS.

Copy from Original Letter Received from Division 95, Cincinnati, O.

Brotherhood of Locomotive Engineers.

[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1899.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., and has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We feel confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E.

G. BAKER, F. A. E.

[SEAL.]

INDIANAPOLIS, IND., September 15th, 1899.

To BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the principal representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

Trusting that I may receive a share of your patronage, and will be more than pleased to add your name one and all, to our list of membership, assuring you that I will use every honest and honorable means to secure your patronage. For rates, etc., address

CHAS. T. BROWN,

Lock Box 49.

Special Agent, Mechanical Department of Railroads, Indianapolis, Ind.



GREAT OFFER!

PIANOS! ♦ \$35. ♦ ORGANS!

Direct from the Factory at Manufacturer's Prices. No such offer ever made before. Every man his own agent. Examine in your home before paying. Write for particulars. Address

THE T. Swoger & Son Pianos & Organs
BEAVER FALLS, PENNSYLVANIA.



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INGOTS, CASTINGS & MANUFACTURES.
THE PHOSPHOR BRONZE SMELTING CO. LIMITED
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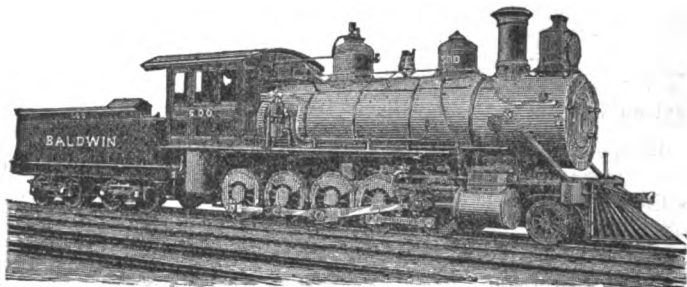
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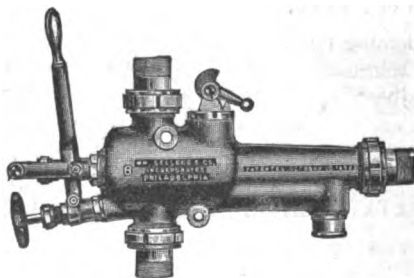
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LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XIV.

JULY, 1890.

No. 7.

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THE HIGHER EDUCATION OF WOMEN vs. MARRIAGE.

In the *Popular Science Monthly* for March, 1890, we find an exceedingly well written paper, captioned "The Mission of Educated Women," written by Mrs. M. F. Armstrong.

In the paper prominence is given to certain propositions which to our mind are of startling significance, and well calculated to challenge the most serious reflection--and this view of the subject, as presented by Mrs. Armstrong, is all the more grave and weighty because "educated women" are specially involved.

The paper in question is in reply to an article entitled "Plain Words on the Woman Question," by a Mr. Allen, in which he classifies certain women as "deplorable accidents," and we are left to infer that these "deplorable accidents," in Mr. Allen's opinion, are "educated women," who choose single blessedness rather than run the risks of matrimonial entanglements; in other words, they are educated women, who are

self-reliant, and prefer making their own living rather than be dependent upon husbands, and this view of the matter is warranted not only by Mrs. Armstrong's averments and admissions, but by educated women themselves, who, when interrogated, had the courage to respond without circumlocution.

We do not remember to have seen in print anything relating to the "Mission of Educated Women" better calculated to arouse discussion than is found in Mrs. Armstrong's dissertation. In fact, we doubt if hitherto the position has been taken that women of high educational attainments are more disposed than their sisters who have drunk less deeply at the "Pierian Spring," to oppose marriage. To enable the reader to have a correct view of the situation as presented by Mrs. Armstrong, we quote as follows:

"I have been for years connected with a large educational institution, where young men and women are working side by side, under identically similar influences. The officials and teachers in this school are largely women, and women who, to quote Mr. Allen, have become 'traitors to their sex,' in that they have taken upon their shoulders the burden of their own support. They are, with few exceptions, highly educated, many of them college-bred, three among them being regular physicians, while all of them, if I may be permitted to judge, are of at least average attractiveness. As to health, social position, and previous condition, they offer, also, I believe, a fair average, while their intellectual standard ranks them high in the scale of feminine development."

In this we observe nothing unusual. There is no extravagance of language. People at all acquainted with the educational institutions of the country will at once accept Mrs. Armstrong's description as entirely free from exaggeration. The picture of women educators is perfect so far as it

goes, and is conclusive, but had the writer so desired, she could have introduced many embellishments without injustice to her subject. Manifestly, what she says of the teachers of the institution to which she refers, is to introduce a "charming cottage" where "two" of these teachers reside, and where she had the good fortune to meet a "striking assemblage of single women, well looking, well dressed, ranging from twenty to fifty years of age, every one of whom could have, in the past, married, or could still marry, were it her desire to do so." These women were not fanatics; on the contrary, "they were sensible, earnest, in some cases brilliant women, who had, with more or less intention, turned their backs upon marriage, and had chosen instead lives of self-supporting independence." And it is admitted that these women "turned their backs upon marriage" because of their "higher education."

These educated women did not hesitate to furnish Mrs. Armstrong reasons for their choice when confronted with the straightforward request to "tell me why, as representative individuals, you have not married, do not marry, and are endeavoring, so far as educational methods can do it, to perpetuate your type?"

Mrs. Armstrong gives the answers of these educated women to her important interrogatory, and she says "there were no evasions."

The general reader, or the intelligent reader, will feel a lively interest in the replies, because, whether wise or otherwise, they relate to problems of immediate and far-reaching consequences. They involve the laws of the physical, intellectual and moral organism of men and women; God's first command, "Multiply and replenish the earth;" they involve home and all domestic relations; in a word, if the "higher education" of women is to result in their "turning their backs upon marriage," then the world will be forced, inevitably, to regard this "higher education" of women as the most stupendous evil that has visited the world since the deluge.

It will not do to suggest that a comparatively few will receive this "higher education," and therefore that the number who

will "turn their backs upon marriage" will be limited. That is not the question. But rather, does the education of women tend in that direction? It is confessed that such is the influence.

We confess to no little interest in the testimony of the witnesses Mrs. Armstrong introduces in justification of their "turning their backs upon marriage." In one case, a denial is made that education "unsexes" women. It is needless to say that, in one sense, that is impossible—the term relates to masculine prerogatives, not as the result of human statutes, man's ignorance or arrogance, but of the irrevocable laws of his being, and in these laws are blended the animal propensities, the moral sentiments and the intellectual powers. It is not required to discuss "spheres," functions, vocations, and a' that; and yet, as between men and women, orbits are thought to be sharply defined, and when women stray beyond their sphere, they are said to be "masculine," just as when degenerate savages excite the contempt of the "braves," and are known as "squaw men." Educated women are quick to discern when masculine lines become "squaw men," and in every instance such weaklings excite their unmitigated contempt. If a man is a man, he will be at all seasons in the right place, like a planet. He will not violate the laws of his being to become feminine. There will be something masculine, robust, strong in his tenderness, in his gentlest moods; something manly, when he kneels at the shrine of love or beauty—or, if there is not, his weakness will be detected by women, and by them he will be assigned his proper place in the ranks. And what is true of men, is quite as true of women, and no special pleadings will to any considerable extent change verdicts. It is proposed by highly educated women to change somewhat the programme. Says one: "In the past, it is the emotional nature of women which has been cultivated, often at a heavy cost. Now, her intellect is taking charge, and this thing of being 'sacrificed to emotions' is to cease. The witness asks, can it be shown that the training of her intellect makes a woman any less capable of love and devotion? And yet this very witness

claims for the higher education of women the triumph of the intellect over her "emotional nature," the result of which is to prompt her to "turn her back upon marriage." And that such is the outcome of this "higher education" for women is placed beyond controversy by the testimony of "a newly graduated collegian," who said "that in our college it has become a proverb, that if a girl isn't engaged before she is a sophomore, the chances are all against her marriage." And said another highly educated woman: "We become more interested in our studies, more certain of our ability to take care of ourselves, and therefore less interested in men as possible lovers, and more independent of them as a means of support."

In view of all the facts, as stated in Mrs. Armstrong's paper, the mission of educated women is to renounce marriage, home, domesticity, and, in so far as they can influence affairs, annul the command to "multiply and replenish the earth."

Allusions to the fact that husbands are "not infrequently ready to accept assistance from the hands of the women they have undertaken to support;" to "domestic drudgery;" to marrying for "the sake of a somewhat uncertain support;" and to the fact that "the moral sense is in" educated women "more highly developed" than in men; and that they "are morally upon a higher level than men;" go to prove that woman's higher education tends directly to create an antipathy to marriage, a dislike of man, and a low estimate of what is required to establish a home.

It is from such points of observation that thoughtful people are required to contemplate the higher education of women, and the influence such teachings is to have upon women whose educational advantages have been more circumscribed. The opportunities for women to obtain an academic and collegiate education are everywhere increasing. Academies and colleges are multiplying and a vast army of young women are demanding admittance. And it is in testimony—"if a girl is not engaged before she is a sophomore, the chances are all against her marriage;" she is pretty certain to "turn her back upon marriage." As

a result, those who are to marry and establish homes, are to be in the future the comparatively illiterate.

We are inclined to the opinion that those who have been foremost in the advocacy of the "higher education of women," never dreamed that such results would follow, and in contemplating the outcome, so far as indicated by Mrs. Armstrong's paper on "The Mission of Educated Women," they are likely to be greatly perturbed as to further developments.

It will not be denied that women, whether highly educated, moderately educated, or not educated at all, have a right to "turn their backs upon marriage." Nor has any one a right to change their decision. They have a right to estimate men by such standards as they may select. Such propositions are not involved in this discussion. The real point at issue is, does the higher education of women militate against marriage? and if so, is it a blessing to society? It is this thing called "higher education" that is arraigned. What must be the educational influences of a college, when "if a girl is not engaged before she is a sophomore, the chances are all against her marriage"? To discuss such questions would require more time and space than we have at our command, but they are vital, and eminently worthy of the attention of professional educators.

It is, in conclusion, worthy of remark that in proportion as men become educated, as their animal propensities are restrained, their grossness subdued and their intellectual powers and moral sentiments are brought into harmonious relations, women have been emancipated from the inthrallments of ignorance, brutality and superstition, the home beautified and glorified steadily and hopefully; but it is in proof that as women become educated, as they advance in intellectual culture and power, they "turn their backs upon marriage," and of a consequence upon home, since there can be no home without marriage, and in this way reverse the social order, and, in fact, the Heaven-ordained order. If this is to be the result of "the higher education of women," their mission is not such as to command approval of this so-called "higher education."

THE EIGHT-HOUR MOVEMENT.

The eight-hour question is up for debate, and the discussion will proceed until the demand that eight hours shall constitute a day's work will be granted. It is a righteous demand. There is not to be found in it, however severe the analysis, an element of injustice. By making eight hours a lawful day's work, no man, woman nor child is wronged. This cannot be said of the demand for more than eight hours for a day's work.

No greater mistake, in connection with the subject, could be made than to assume and assert that only the well-being of the wage-worker is considered in demanding a less number of hours for a day's work. Such a view of the subject is narrow. It lacks breadth and depth. Upon investigation it will be found to be prompted by selfishness and parsimoniousness, totally destitute of generosity and that broad philanthropy which comprehends the public good the welfare of all.

There are, doubtless, those who believe that the eight-hour movement is of mushroom growth; that it has come, as did Jonah's gourd, and will perish as quickly. Such persons are neither students nor philosophers. They reason badly, or, more properly, they do not reason at all. They assume that agitation is the work of cranks; that it is a vagary, which, like many other delusions, is to have its day, disappear and be forgotten. Such people are doomed to disappointment. The wish is father to the thought, and sire and offspring, at no distant day, will fill a common grave.

The question of reducing the hours of labor, if we may measure time by events, can boast of some antiquity. The seed has been germinating during the entire nineteenth century. In a recent paper, prepared by Mr. Joseph Gruenhut, of Chicago, and published in *The Knights of Labor*, of that city, the facts are brought into commanding prominence. It appears that prior to 1803, fourteen hours constituted a day's work. At that date a movement was made by journeymen shipwrights and house carpenters to secure a reduction to ten hours, and were threatened with "black-

listing" for their temerity. As far back as 1832, the carpenters and calkers of Boston struck to secure ten hours for a day's work. They did not succeed, but their brethren in New York and Philadelphia were more successful, and did secure the boon. That was fifty-six years ago—more than half a century—but to secure this limited success, there had been constant agitation from 1803 to 1833—thirty years.

From 1833, the demand for a reduction of the hours of labor became more and more emphatic. In 1840, Martin Van Buren, by proclamation, established the ten-hour-day system in the Navy Yards of the Government. The Governor of New Jersey recommended legislation favoring a reduction of hours. Workingmen took courage, and the agitation proceeded. In 1845-46 numerous strikes occurred to secure the ten-hour system. In 1847, the British Parliament passed a ten-hour law. This aroused fresh activity in the United States among working men. New Hampshire led off by making ten hours a legal day's work in 1847. The agitation was kept up; strikes were frequent; employers relaxed their grasp slowly, and in 1853 eleven hours were adopted in many parts of the country as the regular work day, as the result of strikes.

A number of States have adopted the ten-hour law.

In 1868 Congress passed an eight-hour law for all Government workingmen. Then began strikes throughout the country for the eight-hour system, and eight-hour leagues were formed, and from that day to the present the agitation has been kept up and is now more active than ever before.

In 1802-3, when the agitation began there were two labor organizations engaged in the great work of trying to reduce the hours of labor from fourteen to ten hours. Now, labor organizations are counted by scores. Then, workingmen were weak now they are strong. Then, capital was arrogant, all powerful; it is arrogant still, but it is no longer all powerful; organized labor confronts it defiantly, and says, as did Moses to Pharaoh, "Let my people go."

From 1802 to 1890—eighty-eight years—there has been ceaseless agitation for a reduction of the hours of labor, and it may be

said that four hours a day have been gained to the toilers of the land—four hours a day for rest, for recreation, for study, for mind-improvement and physical recuperation. Without this agitation on the part of the workingmen, without the strikes, the sacrifices and sufferings incident to strikes, the fourteen-hour day would still be in force, and yet there are men who deprecate agitation, and who have a holy horror for strikes. But the edict has gone forth—working hours must still further be reduced. Does some one ask what has been gained in eighty-eight years of agitation? We answer, four hours a day to each workingman, or for 300 working days 1,200 hours, equal to 120 days of ten hours each. Are there those who begrudge these hours of rest and relaxation to the toiler? Yes. Find them, measure them, analyze them, and when the world knows what they are, humanity will blush crimson for their degeneracy.

The eight-hour demand* to thoughtful men means much more than the gain of two hours from toil; it means opportunities for the idle to obtain work and wages; to become productive and self-supporting. Suppose, in round numbers, there are in the country, 6,250,000 men willing to work, and that only 5,000,000 of them can find employment at ten hours for a day's work. 5,000,000 men working ten hours a day is 50,000,000 hours. It is seen that there are 6,250,000 workingmen, or 1,250,000 idle. If the hours of a day's work are reduced from ten to eight, it will be seen that the reduction affords the idle an opportunity for employment—6,250,000 men working eight hours a day is 50,000,000 hours, the same as 5,000,000 men working ten hours a day. For every four men working ten hours a day, by reducing the hours to eight, admits an idle man. Who are benefitted? We answer, society as a whole. No greater danger can menace society than idleness. It has been said, and it is true, that "idleness is the prolific parent of crime," and not only of crime, but of pauperism. Idleness destroys the home and wrecks the family. It is a scourge which leaves in its wake effects, compared with which, pestilence is a benediction. The eight-hour movement

will prove to be a powerful aid in doing away with idleness.

The eight-hour question is scarcely less ethical than economical. It relates to morals as well as to money. If the idle can obtain employment, they are in the line of moral, physical and financial advancement. If idleness leads to vice, employment is promotive of virtue. If idleness wrecks homes, employment builds homes. If idleness results in poverty and degradation, employment is productive of competency and independence.

The eight-hour movement is not only designed to afford workingmen more leisure, more rest, more opportunities for intellectual culture, but it is designed to afford men, in forced idleness, opportunities for employment and all those blessings it will confer.

The triumph of the eight-hour movement will not usher in the millennium. It will not chain the devil. It will not transform the earth into a paradise, but it will be moving things in the direction of many and great improvements. It will be scoring another victory for right, truth and justice. It will be a harbinger note of the good time coming, when labor shall enjoy more abundantly the wealth it creates.

During the next twelve months the eight-hour discussion is to be more aggressive than ever before. The press has long since begun its crusade. One paper leads off by saying that "the division, eight hours for rest and eight hours for recreation and improvement seems not unreasonable, though in a great many occupations, and in a vast number of individual cases, such a division could not be enforced. It is claimed that a shortening of hours would furnish relief for the unemployed by giving work and wages to a greater number of persons, but this argument is more fanciful than real." We have shown that it is not fanciful; not a vagary. Mathematics never more clearly demonstrated a proposition than that by reducing the hours of labor more room is made for more laborers. Nor is it true that "in a vast number of individual cases" the eight-hour system "could not be enforced." The ten and eleven-hour system has been enforced as against

the fourteen-hour system. But, says the paper from which we have quoted, "In this, as in other conflicts of interest, the trouble is to find a common standing-ground for employers and employes. The latter want ten hours' wages for eight hours' work, and the former insist they cannot pay it. Generally, except in the government or public service, a reduction of hours is accompanied by a corresponding reduction of pay. No law can prevent men from making special contracts, and the most that any enactment on the subject can do is to make eight hours a legal day's work in the absence of any contract or stipulation to the contrary. The result will probably be that in most cases employers will scale down the wages two-tenths, and if the laborer or mechanic wants to earn the old wages, he will have to work the old hours."

In this we have the key-note of the opposition the eight-hour movement is to encounter from a subsidized press. The same old cry that was heard when fourteen hours was a day's work is heard again in favor of ten hours and against the adoption of eight hours. The law, if laws are enacted, fixing eight hours as a day's work, is to be violated, and then we are told that employers, if the law cannot be abrogated by chicane, as a last resort, will "scale down prices." Workingmen should understand that the establishment of the eight-hour system is not to be inaugurated without a struggle.

If, the labor organizations of the country, acting as a unit, shall say, "eight hours shall constitute a day's work," the declaration will be the eight-hour law of the country. If employers determine they will not obey it, then, in that case, let silence brood over the land from ocean to ocean. One day will suffice. Let the fires go out in forge, and furnace, and fire-box. Let the machine stand still. Give the horsepower a rest. If the ring of the anvil, the click of the shuttle, the whir and buzz of spindle and wheel can't be permitted to sing in concert the triumph of justice to labor, let them remain silent. Everything depends upon the united action of workingmen. If they are discordant, there will be no inauguration of the eight-hour movement but if united, harmonious

and determined, they will succeed. In the meantime, let the work of agitation go forward with an increasing vigor.

THE ANNUAL SLAUGHTER.

At a meeting of the Young Men's Christian Association of Railroad Employes held in Philadelphia, not long since, an address was delivered by Mr. W. C. Douglas, in which he referred to a great tragedy, or rather a connected series of tragedies running through the year 1889, by which and through which, five thousand two hundred and eighty men, in the prime of life were instantly killed, and nearly, twenty-six thousand more, were mangled and wounded, and added:

You say to me you cannot recall any such tragedy occurring in the year 1889: that you cannot recollect any great war where five thousand two hundred and eighty men fell on the field of battle, and twenty-six thousand were wounded: that I must be mistaken, or that if anything of the kind did occur, that it must have been in the dark depth of Africa, and done by the murderous slave traders, who destroy entire tribes at a blow. But these tragedies occurred upon the soil of our own Republic. These men were slain in our own land. Five thousand two hundred and eighty men cut down in an instant, in the prime of their manhood, and twenty-six thousand more wounded and groaning on beds of pain: for I am giving you the official statistics concerning the number of railroad men killed and wounded in the United States in the year 1889. It is thrilling! It is monstrous! Think of it, more men killed and wounded upon these lines of steel in the United States in twelve months than there are soldiers and sailors in the army and navy. Why, the whole civilized world would have stood aghast if the intelligence had flashed over the wires that every soldier and sailor in the United States army and navy had been killed and wounded in the year 1889. More men killed and wounded than our magnificent Army of the Potomac lost during the first year of the Rebellion.

It is such men as these that Austin Corbin and kindred knaves would reduce to the condition of serfs. It is these men who make it possible for trains to run that such creatures as John Livingston would deny the privilege of a free ride on the roads they operate. It is well that Christian Associations should feel concerned in the future well being of men whose work is surrounded with perils, but what the world needs is associations, pledged to everlastingly squelch a class of scoundrels who work and plot to add to the perils of railroad employes, poverty and degradation.

WATERED STOCKS.

It is authoritatively stated in the Third Annual Report of the Interstate Commerce Commission, that on June 30th, 1888, the total mileage of the railroads in the United States was 149,901.72, in round numbers say 150,000 miles. Since June 30th, 1888, railroad building has been going forward, and approximates 160,000 miles. It is frequently reported that the railroads of the United States required for their building and equipment \$9,000,000,000. This amount is under, rather than over the investment, provided it required, as officially stated, \$8,129,787,731 to build and equip 136,883 miles.

The official estimate is that the average cost of building and equipping the railroads of the United States has been \$30,000 per mile, and that is considered a large estimate. Suppose we now have in the United States 160,000 miles of railroad, at an average cost per mile, cash, of \$30,000, the total cash cost would be, for building and equipment, \$4,800,000,000, or \$4,200,000,000 less than \$9,000,000,000.

It is just here that the troubles with railroads begin. The owners of the roads seek to earn dividends on *water*, represented by \$4,200,000,000. In many cases it is done; and, being done, a number of questions arise of special importance to railroad employes and to the public at large: By what methods are dividends earned on watered, or fictitious stocks? Two methods only are known. These are by advancing rates and by cutting down expenses; that is, gaining at one end and saving at the other; by charging too much for freight and passengers and reducing the wages of employes, and further by neglecting the roads, permitting them to get out of repair. Suppose there are 1,000,000 wage-workers on the 160,000 miles of railroads in the United States, and that by processes well understood by employer and employé, wages are reduced 25 cents a day below what they ought to be, this reduction in the aggregate is for 313 working days, \$78,250,000 a year, and this vast sum of money goes to pay dividends on *water*. If railroad corporations were content to pay dividends on actual investments, they could without detriment to any interest pay fair wages to all their em-

ployés; but desiring to pay dividends on \$4,200,000,000 of watered stocks, they must of necessity reduce wages, and this is done in many instances to the point that absolutely makes life not worth the living. It is a fraud of stupendous enormity. Perpetually, like Tennyson's brook, it goes on forever. Everybody knows that corporations created by the people rob the people ceaselessly, and yet do it so adroitly that when imposing exhibits are made of stocks, funded debt, unfunded debt, etc., running up into the millions and billions, that the people become bewildered, and the fraud proceeds. Occasionally a case goes to the courts that warrants the conclusion that an honest judge is on the bench and an honest jury is on hand; but such instances are rare. In one way and another, the corporation triumphs. The talk of a "government of the people, for the people and by the people," is pretty, but meaningless. The people permit things to drift as they are drifting, and will continue to pay the penalties which their stupidity invites.

THE AMERICAN WAY.

The population of the United States is variously estimated at from 60,000,000 to 70,000,000. Of the number, it is safe to say that 90 per cent. are native born. If, therefore, we take the widely accepted estimate of 60,000,000, we have 54,000,000 of native born Americans. In writing of American ways, there are those who take the few as the representatives of the entire body. Such writers are flagrantly unjust. They take the few, who are notoriously deficient in qualities of head and heart to command admiration, and set them forth as the true representatives of American character and manhood, integrity and virtue. It would be difficult to properly characterize such gross defamation. It is common to refer to Americans as "*fast*," as if it were better to characterize them as slow or sluggish. It is also said of Americans that they no longer regard small things, particularly in money-making—that is to say, Americans have become so devoted to the dollar as to ignore the dimes; that only great enterprises are deemed worthy of attention, and that the building up of fortunes from small savings

is no longer an American idea. Says a writer: "The advent of railroads, of daily papers, books, telegraphs, created a revolution—a fast age succeeded a slow one. The first result was squandering. The property accumulated by pennies by the fathers slid away in dollars from the sons. That generation simply did not any longer care for the dimes." Such statements are made in the face of the fact that in no country in the world is the showing of small savings by people who work for a living so satisfactory as in America. Such facts demonstrate conclusively that the dimes are properly estimated, and that details are not overlooked. We are told that the American boy has changed; that he is the victim of the mania of money-making; that he has in his brain and blood "a Pacific railroad, an Atlantic cable and a dozen lines of swift steamers," and that he "no longer looks at things as Americans used to look;" all of which is pure fiction, when it is known that ten millions of men are at work in shop and mine and factory, and that the boys are taking the places of their fathers in every department of work. Such estimates of the American character are pure Munchausenisms, and are entitled to no respect whatever. We are told that "the American nation is not only fast in inventive genius, and fast in overcoming a continent, and building churches, and schools, and a press, and literature; but it is fast in other ways, and in some ways to be regretted. We have learned to win wealth in large sums, and to spend it easily. In other words, the spirit of the gambler is upon us. We may call it speculation, if that sounds less unpleasant. The fact remains, and that fact is that we gamble." To clinch the statement we are referred to such gamblers as "Old Hutch," of Chicago, who made millions by cornering wheat. Here is one man, set up to represent the American character and to establish the slander, that Americans are a nation of gamblers. The multiplied thousands, who do an honest, legitimate business are forgotten; they are not permitted to stand forth as the representatives of American character for integrity and honorable methods. Not content with such slanders, we are informed that the nation

is corrupt to a degree that defies hyperbole. To prove this, it is said the "average voter" of the United States "is purchasable" with money or other consideration, that love of country, judgment, conviction, the good of society, all that Americans hold dear and cherish, goes for nothing; that all are boodlers and are ready to sell their birthright for cash or office. The man who writes in such a strain is himself corrupt. He estimates others by himself, or, what is still worse, he selects some moral monstrosity, some creature whose greed, whose sordid, venal nature makes him hideous, and points to him as a representative American, when all around loom up before his vision, men incapable of dishonor, no matter what the temptation might be. Again we are told that as Americans "we have lost the love of work in proportion as we have gained the morbid love of money." To talk of love of work, that is sweating toil, drudgery—ten, twelve, or fourteen hours a day for mere subsistence, or to torture the term love into a significance foreign to it. But the acceptance of work as a means of livelihood, as a necessity, as honorable, as preferable to idleness, is now as ever before a distinguishing characteristic of Americans and the comparative few who make fortunes by questionable methods, do not represent this American character. We are told that the American nation is drifting backward toward old superstitions, and relying upon luck and wizard lore, rather than labor for success in life. We are told that "nine men out of ten will venture their all on a lucky number." We do not suppose that there are nine men in a hundred who would do anything of the kind. The gambler is not a representative American. He simply represents a class, and no matter what success may attend his ventures, he is not and cannot be a representative American. That many American scoundrels have won fortunes by infamous methods is not to be denied. They live in palaces, and fare sumptuously, but they do not represent the American character. As well assume that the jimson represents the flora of America, the polecat its fauna, or the crab apple its fruits, as to intimate that representative

Americans are to be found among those who have secured fortunes by methods which all honorable men abominate. If men desire standards by which to judge of American character, they are at hand. The Constitution of the Republic and the Constitutions of the States settle the question of statesmanship. In war, with its gory glory, America stands first in the list of nations. In material progress, no nation approximates the grandeur of American achievements. In invention, we are abreast of the foremost. In education we have laid the foundation of a system which stands forth as the crowning glory of civilization. The man who overlooks such things in writing of American character, and American ways, deserves the contempt of all thinking men.

AN IMPORTANT OHIO STATUTE.

The fact, however humiliating it may be, has been shamefully conspicuous, that while constitutions lay down principles of equity, the law makers have managed to construct statutes under the operation of which working men have been ceaselessly the victims of injustice, and under the decisions of the courts the wrongs inflicted have been so numerous and flagrant as to create the wide spread impression that the courts were organized to convict the poor and let the rich go free. This repulsive exhibition of the viciousness of laws, and the corruption of courts, has been specially prominent when employes sought redress for wrongs inflicted by corporations. So numerous and various have these outrages become that legislators in various states are seeking to apply remedies, so explicit in their provisions, that lawyers, the most astute, can no longer mislead judges, and judges, however venal, cannot, to the extent formerly practiced, wheedle juries.

In this connection it affords the *Magazine* special satisfaction to introduce the full text of a law enacted April 2d by the late Legislature of Ohio, designed to utterly overthrow some of the unjust methods which have characterized railroad corporations, in their dealings with their employes. The law is as follows:

AN ACT

For the protection and relief of railroad employes: forbidding certain rules, regulations, contracts and agreements, and declaring them unlawful; declaring it unlawful to use cars or locomotives which are defective, or defective machinery or attachments thereto belonging, and declaring such corporation liable, in certain cases, for injuries received by its servants and employes on account of the carelessness or negligence of a fellow servant or employe.

SECTION 1. *Be it enacted by the General Assembly of the State of Ohio.* That it shall be unlawful for any railroad or railway corporation or company owning and operating, or operating, or that may hereafter own or operate a railroad in whole or in part in this state, to adopt or promulgate any rule or regulation for the government of its servants or employes, or make or enter into any contract or agreement with any person engaged in or about to engage in its service, in which or by the terms of which, such employe in any manner, directly or indirectly, promises or agrees to hold such corporation or company harmless, on account of any injury he may receive by reason of any accident to, breakage, defect, or insufficiency in the cars or machinery and attachments thereto belonging, upon any cars so owned and operated, or being run and operated by such corporation, or company being defective, and any such rule, regulation, contract or agreement shall be of no effect. It shall be unlawful for any corporation to compel or require directly or indirectly an employe to join any *company association whatsoever*, or to withhold any part of an employe's wages or his salary for the payment of dues or assessments in any society or organization whatsoever, or demand or require either as a condition precedent to securing employment or being employed, and said railroad or railway company shall not discharge any employe because he refuses or neglects to become a member of any society or organization. And if any employe is discharged he may, at any time within ten days after receiving a notice of his discharge, demand the reason of said discharge, and said railway or railroad company thereupon shall furnish said reason to said discharged employe in writing. And no railroad company, insurance society or association, or other person shall demand, accept, require, or enter into any contract, agreement, stipulation with any person about to enter, or in the employ of any railroad company whereby such person stipulates or agrees to surrender or waive any right to damages against any railroad company, thereafter arising for personal injury or death, or whereby he agrees to surrender or waive in case he asserts the same, any other right whatsoever, and all such stipulation and agreements shall be void, and every corporation, association or person violating or aiding or abetting in the violation of this section shall for each offense forfeit and pay to the person wronged or deprived of his rights hereunder the sum not less than fifty dollars (\$50) nor more than five hundred dollars (\$500) to be recovered in a civil action.

SECTION 2. It shall be unlawful for any such corporation to knowingly or negligently use or operate any car or locomotive that is defective, or any car or

locomotive upon which the machinery or attachments thereto belonging are in any manner defective. If the employé of any such corporation shall receive any injury by reason of any defect in any car or locomotive, or the machinery or attachments thereto belonging, owned and operated, or being run and operated by such corporation, such corporation shall be deemed to have had knowledge of such defect before and at the time such injury is so sustained, and when the fact of such defect shall be made to appear in the trial of any action in the courts of this state, brought by such employé, or his legal representatives, against any railroad corporation for damages, on account of such injuries so received, the same shall be *prima facie* evidence of negligence on the part of such corporation.

SECTION 3. That in all actions against the railroad company for personal injury to, or death resulting from personal injury, of any person, while in the employ of such company, arising from the negligence of such company or any of its officers or employes, it shall be held in addition to the liability now existing by law, that every person in the employ of such company, actually having power or authority to direct or control any other employé of such company, is not the fellow-servant, but superior of such other employé, also that every person in the employ of such company having charge or control of employes in any separate branch or department, shall be held to be the superior and not fellow-servant of employes in any other branch or department who have no power to direct or control in the branch or department in which they are employed.

SECTION 4. This act shall take effect and be in force from and after its passage.

It has been a favorite practice on the part of certain railroad corporations, to exact pledges from employes, in case of disability or death, while in the pursuit of their duties, which relieved the corporation of all responsibility and liability. This proceeding can no longer be practiced in the great State of Ohio.

A number of railroad corporations, manifestly for the purpose of breaking down organizations of railroad employes, have instituted so-called insurance schemes, and have either directly or covertly given such employes to understand that their employment and promotion depended upon their becoming identified with such schemes, and once in, the employes, having no more voice in the management of the funds they contributed than so many cattle, have simply to submit to the dictation of the corporation—pay and be silent. This shameful business can no longer be practiced in Ohio; the serf making scheme has been outlawed.

The Ohio law, it will be noticed, holds the corporation responsible if it operates de-

fective locomotives, provided the employé receives any injury thereby, and the corporation is not, as hitherto, permitted to plead ignorance of such defects. Again, the Ohio law, which we print for the benefit of our readers, does away with the "co-employé" iniquity, one of the most shameful subtleties ever resorted to, to escape righteous penalties.

The Ohio law ought to be on the statute books of every state in the Union, and can be, if railroad employes make the demand.

The time is near at hand when most of the legislatures of the states will be in session, and by concert of action, the Ohio law can be made the law of many states, as also the wise law of Iowa, in regard to couplers and brakes. Now is the time for railroad men to be on the alert, up and doing. The various orders should have intelligent and active legislative committees; bills should be prepared and their passage urged, and when this is done the ballot will win notable victories for railroad employes, before the spring time of 1891 is past.

IS A WRONG DONE TO ONE THE CONCERN OF ALL?

We should find it extremely difficult to formulate a more important question for the consideration of workingmen than is presented in the caption of this article.

If a wrong done to one is not the concern of all, it can be said that the wrong scarcely if at all, concerns any one but the victim of the wrong, and with such a conclusion the term "brotherhood" loses its significance—its strength and glory—is reduced to a level with pagan gods, to be worshiped by the ignorant and deluded, that the priests, who serve the idol and formulate its oracles, may fatten and flourish upon the superstitions of their victims. If a wrong done to one is not the concern of all, then the talk about the "brotherhood of man and the fatherhood of God" is not only a miserable delusion, worse than

"Dead sea fruits, that tempt the eye.

But turn to ashes on the lips."

but is embellished hypocrisy, robbed of its meaning by religious bigotry, and by religious prejudice, is a delusion, unworthy of any recognition in the ranks of sane men. If a wrong done to one is not the concern of

all, why should men waste their breath in shouting:

"When the war-drums throb no longer,
And when the battle flags are furled,
In the parliament of man,
The federation of the world?"

If the theory is "every man for himself and the devil take the hindmost," why not admit that man has been evolved from the hog, rather than contend that God made him "a little lower than Himself," which is the reading of the "new version" of the Bible? To sing of the "federation of the world," is "flim flam," poetic nonsense, unworthy of consideration, if it be untrue that a wrong done to one is the concern of all.

All nations, worthy of the name, pagan as well as christian, admit that a wrong done to one of their humblest citizens, or subjects, concerns the nation. It is a fundamental principle, without which a nation, however boastful of its power or enlightenment, would sink to soundless depths of contempt—a weak nation, when one of its citizens is subject to injury cannot redress the wrong, *vi et armis*, it can only protest, plead for its rights, and appeal to other nations for sympathy and aid, but when a citizen of a great and powerful nation is subjected to wrong, the case is different. History is full of illustrations.

During the "late unpleasantness," an obscure man, a British subject, long resident in the South, being in Louisville, Ky., gave expression to what were regarded treasonable sentiments, and was forthwith arrested and imprisoned. He was without wealth or high social standing, but he appealed to the British Minister at Washington, and forthwith an order came for his release. The wrong that he claimed had been done him at once concentrated upon his case, the power of the British empire—and acting promptly, he walked out of his prison a free man.

Not long since an American citizen was wrongfully confined in a loathsome Mexican prison. When he appealed to his Government, he challenged its power to right the wrong, and his prison doors were thrown open, and he was permitted to again tread the sod of his country. Even China, appealed to the United States to re-

dress the wrongs done to some of the subjects of the Celestial Kingdom, and though their lives could not be restored, the loss of property was made good from the Federal exchequer. Nor is the date remote, when an adopted citizen of the United States visiting his old European home was incarcerated, and held for military duty. The fact becoming known to a commander of an American war-ship, at the port where the citizen was deprived of his liberty, a demand was made upon the authorities for his release, and that there might be no mistake about it, the ship was brought broadside to the town, his guns shotted and run out, and decks cleared for action. The demand was "Send the American citizen on board, place him under the protection of the flag of his country or take the consequences." The wrong done Martin Costa, was an injury to the American nation, and the American nation stood pledged and ready to redress the wrong. As a result, the imprisoned man was released. It would be easy to multiply illustrations, but it is not required. The principle is well settled, and is vital.

How stands the account with American workingmen? In the vast army of unorganized labor in the United States, who recognizes any wrong done to one as being an injury to all? Who protests in the name of Christ, or, in the name of the christian's God? Does the State? Does the Church? Does the ermined Judge? Go search the chronicles, and if you find one solitary instance of the kind, in the name of all things sacred let it go forth to the world.

The fact that unorganized workingmen were the victims of wrongs, flagrant and ceaseless, suggested organization as a remedy. The organization became the parliament of workingmen. If one of the members of the organization was wronged it became the concern of all the members, and all protested. This organization of workingmen is not of recent date, and history demonstrates that protection from wrongs and oppressions was secured through the influence of the guilds, organized centuries before the discovery of America.

It was doubtless true then as now, that a

wrong done to one shoemaker, A. D. 1157, was regarded as an injury to any other member of the guild, but there is no intimation that the wrong done to a shoemaker was an injury to the members of every other guild. Then as now, if the guild of which the wronged shoemaker was a member, was strong enough to redress the grievance, it was done, if not the wrong triumphed and the right was cloven down. The "injury to all" simply meant, an injury to all the members of that particular organization.

Since the middle ages, however much we may boast of the progress of civilization, the brotherhood idea of all workingmen has made little progress, perhaps more in the last decade, than in all the centuries past, and yet, so little as to create only a glimmering hope, that the declaration, as true as any that Jehovah ever inspired, that "a wrong done to one, is an injury to all," is finally to triumph over ignorance, prejudice and all other obstacles.

It is history that the guilds of the middle ages, organized to protect the poor from oppression, growing in numbers, in wealth and power, became at last aristocratic and oppressive, and in numerous instances, the same tendency is observable to-day in the United States of America.

Within the whole realm of the ridiculous and the repulsive there is nothing more revolting than to see one workingman treating another workingman with haughty disdain, caring no more for the wrong done him than if it had been inflicted upon a beast, and all, because his work is in another department of the world's industries. As certainly as the fact of interdependence exists, as certainly is a wrong done to one, the concern of all. Obscured it may be, ignored it may be, but still it remains immutable and eternal, nor will workingmen achieve a complete triumph over their oppressors until it is recognized, emblazoned upon their banners, and becomes their shibboleth.

The demand for federation, means that a wrong done one is the concern of all. In federation there is hope. Without it, the hopes of workingmen will be deferred until

every heart will be sick. In federation envy, which is the bane of organizations will disappear, and as federation proceeds, as education goes forward, thoughts will go deeper and higher, and will eventually include the humblest toiler. Then when a wrong is inflicted upon workingmen in mine or shop, the knowledge of the fact shall be recognized as an injury to all. In this there is nothing utopian. We have furnished illustrations of the practical working of governmental power, and if the trend of workingmen's thoughts is in that direction the world has a right to be hopeful.

THE WORLD'S MILLENNIUM.

Rev. Hugh Penticost talks sense, and never more sensible than in predicting a good time when everybody works. He says:

Your social system decrees that men and women shall work ten or sixteen hours, six days in the week and then you expect them to go to church on Sunday. The preachers lament that people do not go to church and are growing irreligious and appoint committees and invent patent schemes to remedy the evil. I can tell you what the trouble is. Your social system has taken away all leisure from the people through the week, and they will have a holiday on Sunday. What society needs is a system under which more wealth can be produced, and shall be generally and equitably distributed. The whole people, man by man and woman by woman, must be richer before it can be better. When everybody works and nobody drudges; when everybody plays and nobody loafs, when children shall not become producers until their bones are hard and they have spent ten or twelve years in school; when no bread winner knows what it is to want for any needful thing; then mind will develop, conscience will grow healthy, true religion will thrive, robbery will be unknown, and envy, hatred and murder will be things of the past. What I hope to show you is the way which leads to that happy condition which is already open, and you may walk in if you will, reaching the end of the journey step by step, through an ever increasingly pleasant country: that no shot need be fired and no useful thing destroyed on the way. It is simply a question of removing, one after another, those laws which now deprive us of equal opportunities to labor and to live.

The foregoing shows a level head. It is the gospel of fair play. The words weigh a pound, some of them a ton. To "be better" men and women they must be "richer"—that is receive better pay for work. A method must be devised for the righteous distribution of the wealth which work creates. If working men would work together the millennium would dawn in a day. The laws which deny "equal opportunities" would be repealed and the era of "equal opportunities to labor and to live" would be ushered in.

A Roundhouse Sermon

BY

REV. EMORY POLISHER, DEE DEE.

MY brethren of pick and scoop, tallow pots and dinner pails, blouse and overalls, of fire and steam, I salute you—give you the hand of fellowship; extend to you my grapplers, and draw you very close to my cutaway and vest; I've been there myself. It is good to be here. I'm going to preach to you. I feel that I am your shepherd, but I don't think you are my mutton. I don't want to devour you. I think we ought to sing, that is the regulation way to begin services. Please turn to hymn on page 45 of our song book, P. M., and sing:

O for a thousand tongues to praise.
The federated brotherhoods.
They'll do tie to, all their days—
To join them does a fellow good.

O for a thousand hands to grab
The members of the federation—
A thousand boots to kick the scab.
The sneak, who seeks our degradation.

O for a thousand patent cuss words.
Double action, back and forwards,
Keen edged, like old Scotia's broadswords,
To slaughter liars, sneaks and cowards.

O for a thousand prayers to bust 'em—
The curs who want to snout us under.
We know 'em, and will not trust 'em.
But down 'em, sure as God made thunder.

Brethren, you sing with the spirit and with understanding. Your voices are like Mogul whistles. You sing with open throats. It means that to-day you have the track, the right of way, and that nobody must holt with you. I can't salute you with a "holy kiss"—I aint built that way. With me, marriage is not a failure, and my kisses are all mortgaged to Mrs. Polisher and the babies, but I salute you with toots loud and long, yea, verily, if my whistle was as big as "Peter's dome," I'd make the back townships think (Gabriel was blowing his horn—not taffy. On a hundred and sixty thousand miles of railroads in the United States, you make the trains go. But for you, things would be about as silent in the United States of America, as they are in the streets of Pompeii.

My brethren, it is common to refer to some people as the "salt of the earth." The trust barons, the monopolists, the heads of syndicates and corporations, men who corner food, and play the devil generally with affairs, believe they are the "salt of the earth." But my brethren, you are the world's bread and butter, its bacon and greens, its roast beef and gravy, its roast turkey and roast pig, its chicken pie. You are the world's "three square meals" a day. But for you, the millionaires would have to eat their stocks and bonds, their gold and greenbacks, their deeds and mortgages;

they would be reduced to skeletons and the rattling of their bones would make doleful music in the land.

Some one may say, "Brother Polisher is giving us 'taffy,'" Some one may say, "Brother Polisher, wants a big collection to-day, and that's the reason he says such pretty things to us." I don't take up collections for myself. I fire a locomotive six days a week, sometimes seven, and wait for the pay car. Some of you may expect me to hand around the cigars to-day on account of Mrs. Polisher's latest ten pound contribution of the masculine persuasion to the family cottage on Spruce street, a magnificent work of art, which speaks for itself, and reminds me that more hard work must be done than formerly fell to my lot when I lounged around saloons, smoked mean cigars, drank slop beer and strychnine tangle-foot, played pool, spent my money like a fool, got a red nose and an occasional black eye, and folks said, "there is a fireman who is going to the bow wows." But you see I didn't go there. I'll tell you why I didn't go there, I got married, and when I wasn't in the cab, when I wasn't at work, I went home. The saloon didn't get any more of my money. So you see I can preach for nothing and board myself. I aint no brag, I don't love to talk about myself, I don't want any collection, I'm just one of the boys. If you don't believe it, ask Bob Tyler, my engineer. Come and see old "45" when she's panting for a run, the brass is a mirror, and where she is black she matches ebony and shines like a native of Congo; that's the size of it. With these introductory remarks, the regular services will begin, and the congregation will waltz in and sing the following spiritual song with all the demi semi quavers thrown in:

When Sunday comes, I'll leave the road,
If I can, if I can.
And my soiled clothes I will unload,
If I can, if I can.
Of all my foes I'll get on top,
If I can, if I can.
I won't play pool, nor drink a drop,
And from my pledge, I will not flop,
I'll be a man, I'll be a man.

When Sunday comes, I'll go to church,
If I can, if I can.
Leave bad companions in the lurch,
If I can, if I can.
O, yes, on Sunday, I'll be good,
If I can, if I can.
Treat wife and children as I should,
Like a member of the Brotherhood,
I'll be a man, I'll be a man.

Sometimes, my brethren, I call upon the congregation to pray, but I have concluded to omit that ceremony to-day. This thing of making long prayers to be seen of men and women, is an old Pharisee custom that ought to be knocked, metaphorically, into a "cocked hat." The "carpenter's son" didn't like it. He said "when thou pray-

est enter into thy closet, and when thou hast shut thy door, pray to the Father," etc. That's my idea. It is that sort of prayer that gives a fireman patience when he is firing a wheezy old machine on the up grades, gives him spiritual muscle, keeps the cuss words out of his mind, out of his throat and off of his lips and tongue. It is a way of praying that a man can do in the day time and in the night time, and in the cab and in the round-house, and it is the kind of praying the Great Father of us all hears and answers. He is the great Master Mechanic, and it don't make a bit of difference how many worlds he has to manage and keep their tracks in order as they go whirling along, he has always got time to listen to a poor man's prayer that is offered in a closet; that is, in secret, and don't you forget it.

Now, suppose, my brethren, you see a fellow who is just chock-full of kicks—built like an army mule; or a fellow with as many croaks in him as a pond full of bullfrogs—just pray that the kicks and croaks may be gotten out of him, and if you keep at it, you will see the kicks and croaks go; go to—well, never mind where, so they go.

Once in a while you will strike a brother chock-full of the devil—may have several in him—prayer will get 'em out. You may have to do a little *fasting*, but stick to him, and by and by, you will see the devils making for deep water, taking possession of hogs, maybe, no matter what, so they go. This thing of praying in secret is a great convenience. You don't have to put on your cutaway, you don't have to dress up, you don't have to use any regulation prayer. It don't make a bit of difference whether it is grammatical or not, the Great Master Mechanic understands it. He takes no stock in red tape and circumlocution. The old machine may be going sixty miles an hour and rattling like an earthquake, no matter, He catches every word. I like that, it makes me strong when I am tired, it makes the rough places smooth, the dark places light. I put a little prayer sometimes in my polish, sometimes in my pick and scoop, sometimes in the fire-box, and it gets into my arms and I am stronger; gets into my eyes and I see better; gets into my heart, and I am more forgiving; gets into my face and drives away the frowns and gives me smiles that last till I get home, and then, it makes home brighter, makes Mrs. Polisher happier, and the children—well you just ought to see 'em. Therefore, my brethren, we'll all do our own praying our way without any regulations about it.

My time is about up, we are all hungry, I want my dinner, so do you. A few words and I'm through. Let the resolution of us all be, we won't be selfish, we won't be jealous, we won't be envious, we won't be

bigots. We all see poor men struggling better their condition. If there is any one here who is so everlastingly mean and contemptible that he don't want to help them if he can, I want him to get up and get it. If he is at heart a scab. He's got no more sense than a toad. He's like one of the things that stand in front of clothing stores dressed very pretty, he may be, but his clothes are all there is of him.

The world is full of genteel sneaks, and sometimes they get into labor organizations—spies for corporations—spotters, who, even they have their way would down any labor organization in the land. I shall always preach and pray for the defeat of the traitorous schemes.

And my brethren, I beseech you to do well to a class of workingmen, who, because they get more wages than some other workingmen, put on as much style as a dunghill rooster with a dozen old hens following him around the barn yard. This old rooster thinks he can go it alone. He wouldn't federate with anything else. He never had to scratch for a living. Look for that class of Vanderbilt workingmen, they are no good. Their pomp and pretensions, their arrogance and ignorance, if it were a peccacore would make the world vomit like a volcano. Watch 'em.

Please sing the doxology—

There is a day a coming—

Pray on brethren.

Yes, I see the day a coming—

Pray on brethren.

Yes, I see the dawning light.

The day it shall be bright.

When God enthrones the right—

Pray on brethren.

Then our banners will be flying—

Pray on brethren.

Yes, I see our banners flying.

Pray on brethren.

Yes, I hear the drums a beating.

See workingmen a greeting,

And millionaires retreating—

Pray on brethren.

A NATIVE of Africa, a Congo man, learned to read and write and had found out that England was a great country for Christians and that the Archbishop of Canterbury was a big chief of the tribe, and he forthwith wrote to him, as follows: "Great and Good Chief of the Tribe of Christ, greeting: The humblest of your servants kisses the bottom of your garment, and begs you to send his fellow servants more gospel and rum. In the bonds of Christ, Uganda. That Christianized savage has got much to learn before he fully comprehends the fact that the "tribe of Christ" in England and elsewhere have more greed than grace in numerous instances.

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the tenth day of each month.

MR. EDITOR:—The June Magazine comes to me with very much matter that can be truly to be very good. And while it is not my wish to enter an argument which is like a jug handle, it is necessary to straighten out people who have not the capacity to take a hint, or the good sense to present their posterior, and not expect a good kick—the hint having been passed over.

"Bushwhacker," "boom," "mirabile dictu," "woog," etc., may be naturally the spoken language of the writer, but people may not see it in his light, and so with the wish that the readers of the Magazine may judge as to how they know their business, I will proceed to show that a man can get mixed up in his endeavors to make "the" ordinary people understand, as Artemus Ward or some other fellow said "so much that aint so," and for myself I prefer to know less and be sure of it. There are plenty of men who have blundered before, but when a man has a chance to hint pleasantly given that he is mistaken, and he flies off to prove his premises and does not stop at some of his pet terms, I must expect to have all the facts put under his nose.

If the article in Rankine's Applied Mechanics he referred to, page 630, reads "The duty of an engine is the work performed by given quantity of fuel, such as one pound. The duty of a pound of coal varies in different classes of engines, from about 100,000 to 300,000 foot pounds. These are extreme results, as respects wastefulness on the one hand, and economy on the other. In good, ordinary engines the duty varies from 200,000 to 700,000."

The word duty in this clause has a meaning which the June article writer has not been made aware of, but will, later on. On the same page of same book, immediately above the last referred to quotation, will be found:

"Formula for the mechanical action of steam on a piston, both exact and approximate have been given in Article 656 equations six to thirteen." And on page 608 same book; last clause on that page will be found: "The exact theory of this case must be reserved for a special treatise on the steam engine and other prime movers."

Of course, a "bushwhacker" and a

"skulker" would not need to call attention to energy, forces, residual forces, actual energy, or the components of energy, energy stored and re-stored or to the transformation of energy or its conservation, as an educated man must have stumbled over such "small" factors, as is evidently the case, from the fact that he knew all about it—but didn't remember it.

In a previous letter I said these several factors were all mixed up by the "philosopher" who "knows so many things that aint so," now let us see whether the dust comes from "small potatoes" or from facts.

"The duty of a pound of coal" varies from 100,000 to 1,000,000 foot pounds. Our friend gets at it in a way that neither Rankine or any other reliable source of information has ever sanctioned. Efficiency is one thing and duty is another.

The duty of a steam engine is the number of pounds lifted one foot high with one pound of coal—or with 100 pounds of coal as the usual unit—not as our critic has figured out at all. As I have all sorts of engines in my books, let us see. Here is a pumping engine, doing 41.5 horse power, by the indicator, and it uses, by actual test, scales, etc., 309.25 pounds of coal per hour or 5.16 pounds of coal per minute. Now, if we take the method of the critic, last column page 509, we get $5.16 \times 6,000 = 30,960$ foot pounds or a little less than one horse power as $30,960 \div 3,300$ is less than one horse power, and this is not my way of figuring but the "Review of the Reviewers." But in the case I have cited it is more ridiculous than his, for reasons to appear later. But let us see what use our pump puts 309.25 lbs of coal per hour to.

The record says 13,119 pounds of water are lifted 4 feet and forced 71 feet so we compute it as a 75 foot raise to save time and not impair our result in correctness—then we use the following formula: $13,119 \text{ pounds} \times 75 \text{ feet high} \times 100 \text{ pounds of coal for that is the common unit} \div 5.16 \text{ pounds of coal used per minute, } 19,068,000 \text{ pounds raised one foot high with } 100 \text{ pounds of coal, and if we get at one pound's duty it will be } 19,068,000 \div \text{by } 100 = 190,680 \text{ foot pounds exerted with one pound of coal—under all these very wasteful conditions. As our critic sneers at Rankine's not taking account of the water and the match to light the fire with, suppose we look at the facts.}$

309.25 pounds of coal evaporate each hour 2474.25 pounds of water at a pressure of 80 pounds on the steam gauge. As we have 41.5 horse power, then $2474.25 \div 41.5 = 59.618$ pounds of water made into steam each hour to yield up one horse power, which is a very wasteful way of doing business. These figures are not theoretical in any sense of the word, and the proof of any mathematical

cal problem can be had if only the man is honest and knows how.

The indicator gives 41.5 horse power and the diagram gives 59,618 pounds per indicated horse power or 2474.25 lbs. per hour. The boiler without any pump blowing the steam into the air, gave up 8.12 pounds of water into steam at $78\frac{1}{2}$ to 81 pounds steam gauge pressure, so that in this case we drop the .12 and say 8 pounds of water for one pound of coal so that the loss from the boiler to the pump shall be accounted for.

In this case it will be seen that steam pressure, speed of the piston, the gain by expansion, the lifting by suction and forcing by pump piston are all entered into the computation. The critic in his assertions has blundered in a way that any schoolboy of 16 or 17 should be spanked for, by assuming that his theory was the beginning and end of the practice, and yet he may not be to blame, for more than likely he did not know any better.

As the doctor may want some authority better than mine for my assertion that *Duty* and *Efficiency* are not one and the same let him turn over one leaf and see page 629 in *Applied Mechanics* by Rankine, paragraph 703. "The **Efficiency of Heat Engines** is the subject of a peculiar branch of science, *Thermodynamics*, and an outline only of the principles on which it depends can here be given. If the number of British Fahrenheit units of heat produced by the combustion of one pound of the given kind of the fuel be multiplied by Joules equivalent, 772 foot pounds, the result is the total heat of combustion of the fuel in question, expressed in foot pounds. For different kinds of coal it varies from 6,000,000 to 12,000,000 foot pounds. This total heat is expended in any given engine in producing the following effects whose sum is equal to the heat so expended:

"1. The waste heat of the furnace being from .15 to .6.

"2. The necessarily rejected heat of the engine being $\frac{t_2}{t_1} \times$ the heat received by the elastic fluid t_1 being the upper and t_2 the lower limit of absolute temperature, which is measured from the absolute zero or 493.2 degrees Fahrenheit below the melting point of ice.

"3. The heat wasted by the engine— $\times \times \times$
 $\times \times \times$

"4. The useless work of the engine
 $\times \times \times \times$

"5. The useful work $\times \times \times$ "

The last paragraph on page 629 runs over on to page 630 and our critic will find here the elements of Carnot's law which is briefly: $\frac{t_1 - t_2}{t_1}$ in which the range of temperature divided by the highest temperature

gives the efficiency of the engine, or the temperature of the steam at which it is received, the temperature at which it is exhausted equals a difference, and this difference divided by the temperature at which the steam is let into the cylinder gives a quotient which is the percentage of efficiency of the obtained results from the use of that steam under that train of circumstances.

The doctor will find this whole matter laid down in Rankine's *Steam Engine under Thermodynamics*, and if he will learn something about it, he will be vastly more careful in his assertions and epithet bestowals and he can study out the tremendous difference between the *duty* of a steam engine on page 630 and the efficiency of a steam engine on page 629. And I want to call his most careful attention to the fact that Rankine printed the word "*duty*" in *italics*, so that he who runs may read, and Rankine was a most scrupulously exact man.

The heat units, and all the transposition of the energy of coal can be found in Rankine's *Steam Engine*, etc., and if our critic had have studied that first, his statements would, in all probability, have been vastly changed as to "possibilities" I guess.

The erudite doctor lays down a law for the "efficiency of the steam," p. 549, 1st column, $200 + 700 = 900 \div 2 = 450,000$ lbs., but he takes Rankine's "DUTY" for efficiency, then he figures out " $\frac{1}{6}$ " for efficiency of furnace and $450,000 \times \frac{1}{6} = 270,000$ foot pounds of force," and again " $\frac{1}{6}$ of this steam," all the time working from a mistaken basis—and all his own lack of observation he had only to look on the other side of the same leaf. Then he says $\frac{1}{6}$ of 270,000 = 45,000 and $\frac{1}{4}$ th of 54 = "6,000 foot pounds of work from the steam generated by one pound of coal." The italics are his. He then proceeds to chastise everybody by his misapprehensions of his deductions from a mistaken starting point. Now let us see, $33,000 \div 6,000 = 5.5$ or if 1 pound of coal does on 6,000 foot pounds of work and a horse power 33,000 foot pounds, then it requires $5\frac{1}{2}$ pounds of coal per minute to run one horse power, whereas it is a well known fact that $3\frac{1}{2}$ to $4\frac{1}{2}$ pounds of coal will and give us a horse power for one hour over and over again, and in the actual figures given on pages 499 of *June Magazine*, 563 pounds of coal a minute give 747.68 horse power one minute or the ratio is the same practically—60 to 1, and the 60 is the actual commercial result to the doctor's *One*.

Rankine says one pound of coal gives from 6,000,000 to 12,000,000 foot pounds of steam, and we haven't figured out the loss by the P. 2, 3, 4 as above, but it can hardly be in the lower estimate reduced to 6,000,000. Hence it is my candid opinion that the doctor is wrong and not Rankine.

I am glad to see on p. 509 that he does admit that his quotation was incomplete and *might* lead to a wrong conclusion, but he must first cease to call names. No gentleman does that, under any provocation, and if he does not know, why not ask? Some one may know—and in my own experience, the men who study and know, are the most unselfish men in the world, but the men who know the least, are full of assumption, and frequently fall as flat as a plank. Heat units, efficiency, duty, etc., can all be found treated exhaustively in "Rankine's Steam Engine," and it is a curious fact that Rankine's figures and formulas are to-day the practical standard of the steam using world.

For comparison of methods please refer to April *L. F. M.*, p. 309. Our critic takes "681.6 H. P. $\times 33,000 = 20,448,000$ feet pounds \div by 50,000 gives 409 lbs of coal per minute or a little more than 12 tons per hour." My quotation is cut short but is exact in figures and terms. He then declaims: "You must shovel in and burn 12 tons of coal per hour. Go back on *Rankin's* (Rankine) teaching, or say you don't have any locomotives of 681 horse steam power. I cling to the last horn, which will you take *L. A. Wilson?*" The writer of this claims 1st, that the basis of 50,000 lbs. in the way and sense he uses it is nowhere taught by Rankine or any other author of acknowledged standard; 2d, that the "*duty*" as translated by the writer of the quotation above is not known or used in commercial or scientific tests anywhere in the world; 3d, that locomotives of 700 Indicated H. P. are in use on any road where freight or long fast mail and passenger trains are run, and that 900 H. P. is not uncommon on special high speed-contract trains; 4th, that plenty of locomotives run that indicate 700 H. P. on up and down grades where 2 tons of 2,000 lbs. each per hour is not exceeded, when the coal is average grade; 5th, that the writer of these theories and blunders has made a mistake in terms and his application of them, and has "*clung to the last horn*" one time too many; 6th, that we are willing to forgive him if he wants to learn something about a locomotive and will tell him what little we know and won't call him a 'Lumphead,' 'Bush buster' or any other pet name, nor ridicule his statements.

My dear critic on p. 507 makes one of the worst of bulls if he will pardon the statement and if he don't feel in a pardoning mood, let the other readers see the point.

The "Dr." says: "But now in the May number of the *Magazine* 'Vulcan' comes to the front with flying colors and a great parade of diagrams and says it has been recently *accurately determined* by the infallible 'indicator,' and *mirabile dictu*, they find only 50½ at one end of the cylinder and 51½ at the other; boiler pressure 151 pounds.

How the mighty has fallen in a few months from two-thirds and more to one-third, a long step toward the truth. Please have the "indicator" *determine accurately* some more times. It is the best I ever heard of. If the apothecary weighed his medicines with *such accuracy* the undertaker's business would soon be on a big boom," etc., etc., *ad nauseum*.

Now what are the facts. In May 1890, are shown some indicator diagrams, pps. 416 and 417. How authentic they are I know nothing, but I propose to take "Vulcan" as his data reads and we will soon see who is the "Blacksmith." Card No. 1 is taken with 100 pound spring steam pressure = 151 lbs., and I find measuring the diagram on p. 416 that the realized pressure at steam line is 143 lbs at one end and 146 at the other, out of a possible 151, and I confess my own inability to see where the mighty have fallen, for my own impression is that it is an almighty good showing. Now then has our "Whistler" bulled again?

The area of the card in square inches: its length \times the scale 100, gives as a mean effective pressure for the whole length of the stroke of 50½ lbs. and 51.5 lbs. on the respective ends, a mighty good showing too for comparison. Now hasn't the doctor fell his whole length over this in his shouting before election, thusly? The valve has a cut off of 151 lbs. at about 30 per cent. of the stroke, so that only $\frac{1}{3}$ of the volume of the cylinder is filled with steam of 143 or or 146 lbs. apparent pressure. And this is all the water that is called for from the boiler, not the whole cylinder full of steam @ 51.5 lbs., and in this there is the gain due to expansion of a higher pressure to an increased total, as well as specific volume, and a reduction of pressure from 143 to 2½ lbs. above atmosphere, and the gain of about 120 per cent. in power by so doing. This will make a huge difference in the doctor's crowing. When he comes to get through the fact that $\frac{1}{3}$ of a cylinder full of steam of 143 lbs. with a density of .3467 pounds per cubic foot will expand to a cylinder full at 2 lbs. above atmosphere or 16.7 lbs. absolute at a density of .04235 pounds per cubic foot, and make an average pressure in the piston for the whole stroke of 51.5 \div 50.5 = 102 \div 2 = 51 lbs. above the atmosphere or 65.7 lbs. absolute at a density of .1534 lbs. per cubic foot, and this leads to another question that will interest our readers—if it don't the "Dr.," viz.: the cubic feet of steam in one pound of steam by weight or the specific volume is as follows:

143 lbs.	2.884.
2 "	23.350.
51.0 "	6.516.

Now the law of Rankine, Regnault and others proves that steam in its expansion *does work* and returns again to its natural

state in an approximation, and I have cited these figures to show all readers that the steam at 143 lbs. = $2\frac{1}{2}$ cubic feet to a pound, while at 2 pounds the volume has increased about 8 times, making 9 times as many cubic feet per pound and the pressure has reduced about 69 times in its capacity for converting the energy into turning the crank or producing results.

Now it makes all the difference in the world what kind of steam we make. If we make $6\frac{1}{2}$ pounds of steam at 150 pounds pressure with one pound of good coal, we get $2884 \div 6\frac{1}{2} = 17:664$ cubic feet, but this stuff is hot and full of snap. If we make 51 pounds pressure we get $6:516 \times 6\frac{1}{2} = 39:910$ cubic feet, and if 2 lbs., we get $23:350 \times 6\frac{1}{2} = 143$. Here then we have:

17:6	} cubic feet of steam in each case
39:91	
143: --	

from the same pound of coal. The middle one will run a fast train of 530 H. P. by cutting off at less than $\frac{1}{4}$ of the stroke. If the 143 lbs. could be used it would do far more in proportion than its pro rata cost, while the 2 pounds has only $\frac{1}{69}$ the power and would require a cylinder with 26 times the area of the present cylinder and valves like the furnace doors, etc., etc., etc. Other comparisons can be made with strictest regard for truth and the facts, but this should be enough for the present.

Card No. 7 presents another way of putting the question to which reference has been made in another part of this article, and it is one of the things our critic has got lost in. The "duty" of steam is one thing and its efficiency another, while all along in the computations of steam power there are inverse quantities. No. 7 says 40.2 lbs. M. E. P. on one end and 45 lbs. on the other end, and this mean exerted pressure while it is several pounds less, the indicated H. P. jumps up to 785. What's the matter? Nothing except that the speed of the piston has increased from 168 revolutions to 308 revolutions per minute, and as the speed increases each pound of mean pressure does far more work and so less pounds are needed, and as one of our locomotives can't be made to run at any one speed, the law favors us when we get in a rush and have to "whoop 'er up" by putting "the old girl right onto her fast steps." Excuse the slang, but this is right hand side "yip," and so at slow rate of speed we carry steam farther and get a higher M. E. P., and when the "old girl flies" we hook her up or cut off shorter, get less pounds M. E. P. and higher speed and use less steam per I. H. P.

It would be impolite to laugh, but if our friend and critic "can gulp," to use his own expression, the theories of his own with the light of his mistakes of computation and application shown to 'the boys,' they

will each one open the whistle five miles at a stretch, only for the rules.

Think it over "Doctor?" You aren't the first one to go wrong, and you probably will not be the last???

To continue briefly, for my time is limited, the facts are not in parallel to Prof. Rankine, but the assumed basis diverges at a considerable angle. So far as his comments on the Indicator go, the indicator is not absolute, but in this case its errors are far less than those of its critic. His "tape worm" is out of place and the indicator makers are safe until their critic can get nearer than $\frac{1}{100}$ ths of 1 to 41:5. An indicator that had absorbed a whole barrel of gin—not one horn—could not by any possibility get so far from home.

My good friend, Debs, knows the exact reason why a "nom de plume" was used by the writer, and he is responsible by consent, so no further attention will be given the innuendoes of the "Doctor." His next question can only be answered by a reprinting of the original statement. His theories are too widely apart from real practice to ever come together.

The discussions of Vulcan and Vacuum the writer has nothing to do with, and proposes to get the "Doctor" entangled in one case at a time, but he can have the facts from one of my old baskets anytime, and he will find that a few pounds of coal will send one of our 700 H. P. his 6:06 H. P. from 0 to 160 lbs. on the gauge.

Your momentum question will be laid over, as your old uncle has to get on a 'snorter' and get outside of his dinner at 3:08 P. M., now 2:30. Let me suggest to the 'Doctor' to study over the diagram on p. 499, June *L. F. M.* and see how much momentum in that train in a dead up hill pull. Notice that $747 \times$ H. P. didn't use up quite 2 tons of coal an hour and that $\frac{1}{4}$ pound of water a minute gave over a H. P., and that it took less than one pound of coal a second to give the 747 H. P. According to the "Dr." this would be $56:36 \div 6,000,338, 160 \div 33,000 =$ or $10\frac{1}{2}$ H. P. about.

Isn't there a hole in your skimmer somewhere? or shall we get a brick to make it work. Come again but stick to steam with your old

Uncle Silas.

CHICAGO, ILL., June 7, 1890.

MR. EDITOR:—Some of the contributors to the mechanical department will confer a great favor by answering the following questions:

1st. What advantage, if any, has the lubricator over the old style tallow cups in distributing the oil after it enters the tallow pipe?

2d. Can the driving wheels of an engine be counter-balanced so as to be perfectly balanced under all circumstances?

Respectfully, F. H. H.

Review of the June Magazine.

MR. EDITOR:--The advance sheets of the June *Magazine* are at hand, and with pleasure we note the unabated interest taken in this department of our book, and the ever increasing number of contributors to its pages. I am particularly well pleased to see the article on indicator diagrams by Mr. Thos. Pray, Jr., and hope that even among the multiplicity of his duties he may find time and inclination to write again, and give us the benefit of his large and varied experience in the avocation to which this *Magazine* and its Brotherhood owes its existence. I will allude to his article further on and use some of it to try to show the fallacy of Dr. Wilson's statements.

"Vacuum" is not quite satisfied with the way his article read, and the same feeling has no doubt been shared by every one who has ever written an article, for on review we find many places where the sense might have been greatly improved by a more fitting choice or arrangement of words, thus proving that our best efforts are ever open to improvement. I took the sense of "Vacuum's" statement to be that it would take the same amount of heat to produce the same amount of steam, whether it was done in the laboratory of the chemist or in the boiler of the engine, provided that the tests were made in a proper manner. "Vacuum" says that he is not responsible for the "cluck" valve, (which should have been check valve) and then proceeds to give what he calls a "modern" rule for estimating the horse-power of a boiler by noting its evaporation for a certain time, and from this to determine the evaporation for an hour, and then to allow a given quantity of water to represent a horse-power. In reasoning with the "Dr." I used the same method a few months ago, for I then called attention to the fact that if the supply of water were shut off for a while, the lowering of the water in the boiler would show how much was being made into steam, but the "Dr." failed to notice the point, as I have no doubt he will do again in the present case; the more so as the "Dr." has felt inclined to decry the powers of a "vacuum" to have anything to offer worthy of his consideration. Take a locomotive doing heavy work, and even if her boiler were 20 feet long and 5 feet wide at the water-line as "Vacuum" has put the figures in his example, it is a well known fact that it would not take 5 minutes to lower the level one inch, if the supply were shut off for that length of time, and I was therefore driven to believe that the boiler was evaporating it, and that the engine was using it, but whether we were getting all the work out of the coal or the steam that could be got,

was a question yet to be decided by the study of the subject and investigation of any and all ideas advanced on it, provided that they had some show of reason to sustain them, and hence a full and free discussion of the matter is to be encouraged and must result beneficially to all concerned.

The question of direct or indirect motion engine needs no answer from me at present, and I am ready to admit that the difference between the heavy and light sides of an eccentric will be its throw, if the axle has been turned down true to the centre at the points outside of the seat of the eccentric at which the measure is taken.

I am glad to find at least one of our contributors who was pleased to see the diagrams in the May *Magazine*, and that they were something new to him, being as he says the first he has seen of a locomotive's work, and that he has studied them to some purpose, as is evinced by the criticism of the steam-lines which he offers as the result of his cogitations. As by the kindness of Mr. Pray we have another diagram in the June *Magazine*, a comparison of the two taken on different engines and under different circumstances will be interesting, and will no doubt help us to understand the problems of the distribution and use of steam in the cylinders of an engine. "Vacuum" thinks that in Nos. 5, 6 and 7, the admission corner is too round and is inclined to blame the design of the valve-motion, but he must remember that Nos. 1 and 2 were taken from the same engine, and that speed is the only alteration which prevailed when the different diagrams were produced. Now, when the piston is moving rapidly a part of the rush of steam is taken up in simply trying to keep up with the speed of the piston and results in giving us the wavy lines, showing that at times the steam was doing its work and that at other times it found the speed too fast to keep up the pressure to the expected line. Take the diagrams sent in by Mr. Pray and we find the steam-line running very near parallel to the boiler pressure line and averaging only 10 pounds below it up to the point of cut-off, which has not been given by Mr. Pray, but is evidently so plainly marked by the drop in the line as to make it unnecessary to give it; the scale shows it to have been about 11 inches. Now the speed in these cards was only 107 revolutions per minute as against 168 (the slowest) and 308 (the fastest) revolutions as given in the diagrams I sent in; then compare the points of cut-off $11\frac{7}{8}$ and $4\frac{1}{2}$ inches and it is at once evident that a machine run under such a diversity of conditions and ever yielding so good a per centage of work must needs be a pretty valuable acquisition to the human family, and one which, while

capable of improvement, is not to be sneered at or to be underrated. The horsepower of these locomotives is given as 747 in the one case and as ranging from 296 up to 785 in the other case, and as neither one was made with a view of corroborating the other, or perhaps without the knowledge that the other diagrams were in existence, they prove valuable evidence for the power of steam.

INJECTOR "Vacuum," ever ready to take a body unawares, gives me a quiet "dig in the ribs" for at one time long ago refusing to accept "Roper's" theory of condensation as the solution of the injector problem, while now admitting that condensation has something to do with it. While I have admitted that condensation has some effect, it still remains a mystery to me, and not me only but many other students, how the mixture of steam and water acquires power enough to overcome the very power from which it derives its life.

Our young friend, Harry E. Pulver, makes an "attempt, as he calls it, to answer some of the questions propounded, and should have credit for it, for hardly ever do we find first attempts so successful in giving correct answers as "Harry" has been in his definition of "lead," and its effects on the action of the engine; he is also very near correct on the position of the valve which, however, should be stated as open to the extent of the lead.

ARCH Before I endeavor to answer "Buckeye" about the arch bar, BAR I should like to know which is the arch bar of the tender truck, and what its functions are in the frame of the truck. There are so many different patterns of trucks that it is impossible to know at once from its simple name which bar may be alluded to by "Buckeye."

DR. WILSON I hardly know whether it is worth while to try to argue with the "Dr." any longer, as he evidently feels that he has a poor case, for instead of bringing sound arguments to fortify his lost cause, he has resorted to the questionable practice of calling names, such as "whine," "critic," "exponent and champion of firemen," "ignorance," "bushwhackers," "sulking behind an incog.," and other equally convincing terms that the "Dr." is at least an adept in billingsgate if nothing else. If we felt inclined to use the "Dr.'s" weapons, we might intimate that all the people in and around Argenta, Ark., were dead, and that the "Dr." was thus obliged to hunt up a new population to try his skill, as it is evident by the opening clause in the June *Magazine*, or that we doubt that there is a "Dr. Wilson" at all, but we will be more charitable and take his word that he is an M. D., and also that Argenta

is too healthy a place for any doctor to thrive and that may be a more successful field opens before him in Kansas.

HORSE- As I have stated, the "Dr." has given us nothing new, and now he wants to know why I pay so much attention to him. Why the fact is that we are looking for something new and astonishing, and have been grievously disappointed, and we did not wish the "Dr." to pass off old matter as the production of his brain. Watt gave us a rule of 33,000 foot-pounds, and all that we would have to do after getting our pressure, area of piston and speed of piston per minute multiplied, is to divide by the "constant factor" 33,000, and the result will be the horse-power; but according to the "Dr." it would ever be imperative to have the very inconstant pull of the "Dr.'s" horse and its speed also for factors, and while the "Dr." talks as if he had something new, he ever makes his horses conform to Watt's measure, at least he seems to do so; but our readers will note that he tries to make the horses abnormally strong when hooked up to a train, in competition with a Locomotive, while he has tried his level best to deprive the latter of all semblance of power. Hark to the utterance of a "giant;" as he says, "I would be ashamed to act unfair to as little a thing as steam" and yet in this very same article, when confronted with the work done by locomotives, he is compelled to give up the sponge like this: "Let me say here once for all, I am not discussing the locomotive, it is steam. I have never denied what locomotives are doing." Ah there, now "Dr.," you do not deny what locomotives are doing, and as we have been ever under the impression that they moved by steam in the interest of science and all the arts, I call on the "Dr." to name the mysterious agency by which the work is done. When the "Dr." introduced us to the momentum of a large grindstone, I thought that perhaps it might be the force which augmented the weak efforts of the steam, but as our friend only sneers at the mention of momentum and wants someone to explain what it is, it must be some other occult force; perhaps a "Keeley Motor" or to have been stowed away in the bowels of our monsters, and have howled winked the sharp men of the past and the present. I hope for the sake of an anguished humanity which awaits the announcement with a becoming degree of curiosity, that the "Dr." will not keep us in suspense any longer, but will name it, even if it should affright us. I said that the "Dr." did not act fair toward steam, and endeavored to make myself easily understood, but it seems that the "Dr." either did not, or would not understand, and is now making a great parade of my ignorance, for saying "that the "Dr." wants the horses credited with

every foot that they move the train, while the piston speed is all the credit steam should have." The "Dr." then quotes the rule for my especial benefit, but I beg leave to assure him that I have not forgotten it, but that the difficulty arises from the fact that the "Dr." mixes things up so that after a while he will forget what he started in to do, and will be obliged to let us have all the steam we want, whether for work or to blow the whistle. After figuring out a "constant pull" for his horses, and having them receive the benefit of every foot they move the train, he turns to steam and tries to confine it to the cylinders, but the attempt will be abortive, for even if it does perform its work in the narrow limits of the cylinder, its effects reach farther, and while the rule "multiply the force in pounds by the space passed over in feet" is true in the cylinder, it is equally true in calculating the work furnished by the cylinder. Thus for instance, when a pair of cylinders are pulling a train along, no fair minded person will refuse to say that the steam driving the piston should be credited with every foot of space that the train is moved, but the "Dr." says no; "all you can have for steam is piston speed," entirely overlooking and ignoring the fact that the "poor little thing in the cylinder" has energy enough not only to impart its own speed, but a speed even 4 or 5 times as great to the train behind it. If a piston moving 4 feet turns a driver 16 feet in circumference, and thus pulls a train 16 feet to its four feet movement, will any one deny that the train was pulled 16 feet and insist that it only showed a movement of 4 feet? And yet that is what the "Dr." is doing, for as he says, "if you do not apply steam along the track or rail, you can not be credited so with it, but will have to be content with the piston speed." As this has been the "Dr.'s" way of calculating all along, it explains how he ever got his figures at about one fourth or one fifth the amount that any one else did in making calculations on the horse-power of a Locomotive.

The "Dr.," in trying to make a strong case on the indicator diagrams, says we have fallen, "for two or three months ago I claimed that we had an average of two-thirds of the boiler pressure on the piston," but now the diagrams showed only about 51 pounds as an average. When the "Dr." makes such a statement he ought to be sure of his case, but until he brings proof that I made such a claim I have nothing to fall from, and am perfectly willing to abide by the indicator tests, for they give us a far more reasonable solution of how the work done by locomotives is done, than the "Dr." with all his hints at some hidden mystery has yet done. I must confess that I have been fool enough to believe a great many things that have been told me (some-

times to my great injury in pocket and in mind), and I am rather inclined to take the "Dr.'s" advice and not be so ready to believe what is told me, and suppose that the "Dr." escapes good all these injuries by never believing what any one tells him. But as I read along in the article I find that the "Dr." makes a sad admission in his explanation to "E. S.," and am led to exclaim, "Physician, heal thyself!" for he there admits that even in so small a matter as the quantity of coal used on a trip he had to take some one's word for it; but he presumes that they told him the truth, and this in the very face of the fact that no one else seems to think that it is true, and those engaged in the same line should be presumed to know a little about it. And yet when we go back over the "Dr.'s" articles we find that he has really given us nothing but what some one has told him from "Rankine and Dana" down to the "boys at the scoop;" and yet this is the man who would advise us to take no one's word for anything that we cannot prove to ourselves. If our editor thinks that he can spare any more space to a discussion of this topic I will in my next answer the questions which the "Dr." wishes, but unless such special permission is granted, I will not be a party to a further occupation of space which might be put to better use.

"Jack" asks, "does the valve admit steam to the cylinder as soon when cut off at half stroke as when worked in full motion?"

The answer is: Yes, or rather a little earlier with the shorter cut-off, for hooking up increases the lead, and this would mean an earlier admission of steam.

The piston of an engine never has its fastest travel in the front end of its cylinder on account of the so-called angularity of the main rod, which is caused by the action of the pin carrying the back end of the rod out of line with the motion of the front end to which the piston is attached, and while the back end is being carried out of line the motion of the piston is that much faster than when it is again brought into line as it is when the pin is coming over the other part of its stroke.

In looking at this question of the fulcrum of a locomotive driver I have ever taken the view that it was at the centre of the axle, as that is the only point that is stationary from a trainman's point of view, no matter how it may look to others who can only watch the engine from their "sanctum" as it goes by, but cannot go with it, as seems to be the case with our friend "A. D.," who is bound to have the fulcrum at the rail in spite of our arguments to the contrary. A different

point of view often accounts for seemingly irreconcilable statements, as in the case of a switch light, which seen by one man is said to be red, while another one may with equal truth say it is green, and if they cannot come to the same line of vision, no amount of argument will be able to convince either of them, for each one would rather believe what he sees than what some one tells him; and so I am agreed to disagree with "A. D." on this point.

"M. J. H." asks how to
INCREASING increase the speed from 50 to
SPEED. 51 revolutions, when 50 was
the limit of the best performance of a given engine, which

he says has $\frac{1}{16}$ inch lead. For so slow a speed, which with a five foot wheel would be only about nine miles per hour, the steam admitted by the $\frac{1}{16}$ inch opening of the lead before the piston in its comparatively slow movement reaches the end of its stroke, would be very apt to make too much of a cushion, which would produce too high a compression and have a retarding effect on the machine, which would be diminished by taking away some of the lead. Such at least is my view of the case, from the meagre facts furnished with the question.

After answering a number of the pending questions, "F. E. & M. V." undertakes a diagnosis of "Dr. Wilson's" case, and thinks that all the symptoms point to a lack of practical experience with the subject, and in this view most all our writers will support "F. E. & M. V."

If Mr. Lockwood is to be believed, wee-wahing and most all other evils are to be traced to the counter-balance, but the alternating pull will no doubt be found to be the cause. It will be found on close observation that this motion does not always show itself on any engine, but that at certain slow speeds it makes its appearance and continues to operate until a greater speed is reached, when it either stops altogether or becomes less noticeable. All locomotives I have ever seen were put up with the right side leading, or one-quarter ahead of the left. Therefore, when the right pin is on the upper quarter in running ahead, the left pin will be on the back centre, and both of them will, for the next quarter revolution, have steam in the back end of the cylinder, and the forces exerted on the two sides will be nearly balanced; but during the next quarter the steam on the right side will have a tendency to push that side ahead, while the action of the other side is to pull back. As this same action also takes place on the other half of the stroke, it is evident that when running slow enough to give these alternating forces time to act, it will pro-

duce the very motion designated as weewahing, or nosing around; but with an increase of speed it is found that there is not time enough between the balanced parts of the strokes to permit this swinging around to the alternating pulls.

"Balance Valve" seems to
SLIPPING think like the rest of us, that
it would be a strange thing to
DRIVERS. have drivers slip without the
use of steam, and thinks that

there is a chance to get up an improvement on our present methods, if the force that does it could be captured and applied to regular service. I have been bothered a great deal of late by slippery drivers, but it has been caused by pulling heavy trains up steep grades with a light engine on a bad rail. Sometimes the rail would be frosty, and at late the low lands would be overhung with a cloud of fog, which would make the rail as slippery as if oiled for the occasion. In all my experience of slipping, I have never found her slipping except when using steam, and even after she has sometimes caught me unawares and has got quite a speed on in slipping, I have found that if steam was shut off she would stop her "dancing" right away. I would like to persuade myself that my present engine is as smart as any, and that she could and would do as much as any one of her size, but she won't go without steam, and it is no use to ask her to do so. I have tried it a few times and it was "no go."

"Cowboy" (who, it seems,
MORE is now a railroader), asks some
VALVE questions which evince a dis-
position on his part to keep his
MOTION eyes and ears open, and to find
out the reason why things are

thus and so. An irregular exhaust is one of the quickest indications of a disarranged valve motion, and if the sides were working against each other as "Cowboy" has it, she would be very "lame."

2d. The lengthening of an eccentric rod would not have the same effect as lengthening the valve rod; because if the eccentric rod is lengthened it first acts on the lower end of its rocker-arm by pushing it ahead, and thus pulling the upper arm just as much the other way or back, while lengthening the valve-rod would push the valve that much ahead, and thus would be quite contrary to the longer eccentric rod.

3d. An eccentric slipped one inch back of its true place would open the ports too late—that is, after the piston had already returned a part of the way on its stroke—but if slipped ahead of its place it would admit the steam too soon and have too much in the cylinder before the piston reaches the end of its stroke.

4th. If either pin is on the true dead centre no amount of shifting the revers-

lever can be made to cover the ports on that side, for throwing the lever does not move the valve on that side, but leaves it open to the amount of lead it has, no matter whether she is to move ahead or back. On the other side where the pin is on the quarter the valve will open the front port while the lever is in one corner, and will open the other port when in the other corner, and while half way between or in the centre will have both of them covered.

5th. On starting an engine with left main crank pin on the lower quarter, and lever full forward, the left piston would start to travel back; the left front steam port would be wide open; the left valve would be moving ahead to recover some of the lap but would not yet have reached the edge of the port, which it would do when the piston had moved a few inches more. On the right side (if the right is leading) the piston would have to start ahead; the back port would be open to the amount of lead and the valve would be moving ahead so as to open the port wide before the piston could move away more than two inches. The big part of the left eccentric passed the front of the axle when the piston was about 10 inches from the front end of its stroke; the big part of the eccentric is therefore near the bottom forward eighth on the left and as the position of the eccentrics must bear the same relation to each other that the pins do, the right eccentric will be found to be a quarter in advance of the other or at the lower back eighth.

6th. If steam issued from both cylinder cocks after passing the dead centre it would show that the piston rings allowed steam to blow through or that the cylinder or the valve and its seat were cut, thus permitting steam to get where it had no business to be.

7th. If steam issued from front cylinder cocks at the right time, and from the back one too late it would seem to indicate too much lap for the travel of the valve, for if travel and lap were right the admission would be either right or wrong on both ends of the cylinder.

8th. By increasing the lap without increasing the travel we could get so much lap that the port would not open at all and every addition of lap will narrow the amount of port opening just that much and hooking her up will not relieve the difficulty.

9th. On an engine equipped with relief valves on the steam chest, the cylinder and piston do not draw air from the same source when running ahead in forward motion, that she does when running ahead reversed. Running ahead without the use of steam does not change the action of the valve from the way it moves when using steam; the steam-ports are therefore ever open on

the end from which the piston is moving and as there is a suction caused by the vacuum in the space behind the receding piston, the air surrounding the steam-chest lifts the relief valve, enters the steam-chest and through the open port rushes after the piston till the valve cuts it off; the air is then forced up the stack by the same route which the steam has to use when it is exhausted, and thus causes the fanning of the fire to which I have alluded in my last article. When running reversed the action of the valve is to have the ports open on the end toward which the piston is moving thus producing pressure in the chest and the steam-pipes and thus holding the relief valve shut. The space on the opposite side of the piston is open to the exhaust but as the piston is moving away from this end the same suction as before causes the air to be drawn from the stack, and this is afterwards forced into the chest and pipes until their limits of strength are sometimes passed, and a rupture of the parts results; the only relief against this excessive pressure is to be had by opening the throttle, and permitting some of the pressure to enter the boiler, from which it could escape by the pop or safety valves, as some of the "boys" when in close quarter have noticed.

CHANGING	In regard to changing the
THE SIZE	diameter of cylinders "R. L.
OF CYLINDER.	G." coincides that no other
	changes need be made, but
	explains that a change of
	stroke would involve other changes, and of
	course he is right in this statement of the
	case.

SLIPPING	A defect in the running
OF DRIVERS	gear of a locomotive would
	have a decided tendency to
AGAIN.	retard the motion of all
	parts in connection with it,
	and instead of making the wheels turn
	faster than was caused by the speed, would
	make them turn slower, and thus cause a
	sliding instead of a slipping of the wheels.
	Perhaps "Heavy Weight" in citing the case
	of a sprung journal as a reason for slipping
	misconstrued the point in question, as there
	is certainly no reason why a sprung axle
	should help the speed of any drivers; if
	such were to be the case it would be a good
	idea to get up all axles sprung and thus
	gain power.

Vulcan.

WINNIPEG, MANITOBA, May 24, 1890.

MR. EDITOR:—In reading a book on fuel and combustion, by Clark, I saw some ideas that may interest the readers of our journal. In the following treatise I do not undertake to show how the smoke from coals can be burned, but I do undertake to show how coals may be burned without smoke, and this distinction involves the main question of economy of fuel. When smoke is once

produced in a furnace or flue, it is as impossible to burn it or convert it to heating purposes as it would be to convert the smoke issuing from the flame of a candle to the purpose of heat or light. When we see smoke issuing from the flame of an ill-adjusted common lamp, we also find the flame itself dull and murky, and the heat and light diminished in quantity. Do we then attempt to burn that smoke? No; it would be impossible. Again, when we see a well adjusted Argand lamp burn without producing any smoke, we also see the flame white and clear, and the quantity of heat and light increased. In this case do we say the lamp burns its smoke? No; we say the lamp burns without smoke. This is the fact, and it remains to be shown why the same language may not be applied to the combustion of the same coal and the same gas in the furnace as in the lamp.

The above is the writing of C. Wye Williams, A. I. C. E.

Four gallons of nitrogen and one gallon of oxygen compose atmospheric air. If there was only oxygen the fires would burn too quickly. Nitrogen will neither burn nor support combustion; it is for the purpose of diluting the oxygen. The gases of the coal are hydrogen and carbon. In themselves they are of very little use in a fire-box without the oxygen of the air to consume them. It takes two atoms of oxygen to consume one of carbon, and the product of combustion is a glowing white. You see a common coal oil lamp that is turned up too high so that it smokes, the reason that it smokes is because it does not get sufficient oxygen. The same thing can be applied to a locomotive fire-box. Say that you have your fire burning at a glowing white heat and you put a heavy charge of coal in. It not only prevents the oxygen getting through the grates but chokes your fire, makes a lot of smoke that lowers the temperature in your fire-box, and goes in the flues and out through the stack unused for the purpose of heat. I have put these few ideas together to explain why young firemen should fire light and often to keep their fire at a glowing white heat.

T. Reece.

EAST SAGINAW, MICH., May 18, 1890.

MR. EDITOR:—I see by our *Magazine* for the month of May that Bro. Max, of Jackson, Tenn., wishes to know which is the quickest way to set an eccentric while out on the road, so I thought I would ask you to give the "boys" my idea on it, and ask a few simple questions about boilers, as they are of such importance that they are the first you will be asked when examined for a license to run a stationary engine where the laws require it.

My idea of setting a slipped eccentric is

this: To set a slipped go-ahead eccentric place your engine on the dead centre; then put your eccentric at an angle of 90 degrees (that is, with the big side of the eccentric straight up), then tighten up your eccentric bolts and you will have it set square. If it is a back-up eccentric, put your engine on the dead centre and do the same; or you can throw the link over and that will bring your eccentric all right.

The questions alluded to are:

- 1st. What is steam?
- 2d. To what temperature must water be heated before it will boil?
- 3d. What is a boiler?
- 4th. How many braces has a boiler?
- 5th. How are the seams of a boiler made water-tight?
- 6th. How is water supplied to the boiler to replace that which is converted into steam?

7th. What is an injector?

8th. If you were asked to find the distance between the centre of your front axle or the front drivers and the centre of your cylinder, how would you go to work to do it on a standard engine?

9th. If you should want to find out how close your piston comes to the cylinder head, how would you go to work to find out?—that is, after you had knocked off the cylinder head and broken your piston.

Yours truly,

J. A. Hancock.

Amboy's Imps.

ONE TURN

MORE FOR

M. J. H.

"Do not rush into print against the Imp," is a partial injunction of our friend A. I. in the April *Magazine*. As I have not contributed anything to this department for the past three months, I don't think I can be accused of rushing very wildly in this matter. Now, while A. D. has shown aptitude in sketching and drawing, and has selected an excellent symbol to represent resistance, I fail to find anything illustrative in either his April or June contribution that hasn't been worn threadbare in previous issues. Referring to the principles involved he says, "A. H. Tucker has shown that I understands them." Thanks, A. D., if there is any truth in that statement you are wrong in some of your deductions. If I remember correctly we have had Mr. Forney's statement on the question of "fulcrum" in print these columns and A. D. is welcome to the comforts he can extract from that. If I know anything about this matter A. D. has located the resistance wrong. According to appearances in Fig. 1 the April number page 304 he has located it where the engine couples to the tender. My idea is that the principle resistance to locomotion in the locomotive comes through the frame. But the point at which it acts on the machine

where the driving box bearings come in contact with the journal of the driving axle. There is where I locate it and there is where I think it will be found at all times. In Fig. 1, page 304, of the April *Magazine* A. D. practically locates it in the same place, but he has left it to the imagination instead of marking it on the drawing. Now look at Fig. 2 of the same page and number. If this railroad business is carried on as claimed by A. D. the resistance to locomotion must be at the little gentleman's feet instead of at the long-eared gentleman's nose, for the former is the point at which the opposing forces meet according to our friend's representation. As you are handy with the pencil, A. D., will you not illustrate how you apply your theory to the vertical cylinder locomotive? Such a one for instance as is illustrated in the *Locomotive Engineer* for May. Notwithstanding it is an easy matter to ask a question that is hard for ones-self as well as others to answer, I want to ask A. D. this question: Suppose a cylinder or ball of any given diameter be placed at the top of an inclined plane of, say 45°, and friction or adhesion be eliminated, will it slide or roll down the incline? Give reason and what, if any, of the mechanical powers are employed or act in the operation.

HOW TO GET M. J. H. asks a very practical question in the June number and I will give him one answer to it. Cut off the valve and turn the eccentric back on the axle so as to leave the lead as it was before, or a little less will do. This ought to be illustrated, but I haven't the time to do it. A. H. Tucker,

CHILLICOTHE, MO.

Expired Railway Patents.

The following list of railway patents, furnished by F. B. Brock, Patent Attorney, Washington, D. C., expired during the month of May, 1890, and are now free to be used by anyone, viz.:

Automatic Brake, G. E. Earl.
Car Pusher, A. S. Bailey.
Sleeping Car, J. S. and D. R. Leighton.
Railroad Crossing, J. Wood.
Switch, J. F. Sinthicum.
Connecting Car Bodies and Trucks, C. D. Tisdale.
Car Indicator, C. H. Coffin.
Throttle-valve for Locomotives, H. Watkeys.
Car Spring, A. Bridges.
Hand Car, J. D. Hinckley.
Safety Switch and Signal for Draw Bridge, E. H. Tobey.
Self-feeding Tank, B. D. Moody.
Signal, Johnson and Layton.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents, by applying to Mr. Brock, whose address is as given above.

GALVESTON, TEXAS, May 22, 1890.

MR. EDITOR:—I am constrained to write a few lines this morning, as I received advance copy for June yesterday and find some queries and statements which admit of long lists of arguments.

In May *Magazine*, "Vacuum" proposes a different basis for computing horse power in engines of all kinds than has heretofore been customary to use as a standard, and calls forth various comments on his departure. So far as I am concerned I think that of all the good, sound, sensible things "Vacuum" has always contributed, this is the most logical and sound and most to be commended for the weight it bears.

Rankine's basis for computing horse power as quoted by Dr. Wilson may have its merits from an economical point of observation, but as to practical power developed and used it has no weight at all; it admits of too wide a range for anything like accuracy in general results. The minimum as I and the maximum 19, either of which can be selected or both rejected, and any intermediary figure selected as a basis for computing the power. One man could take the lowest and demonstrate that a machine possessed, say ten horse power, while another, with equal accuracy, could demonstrate that it contained the power of one hundred and ninety horses. Now let us take a practical, common sense view of this matter: We will assume that our engine is an animate being, that the heat has generated *life*, and as long as fuel is added in proper quantities to produce the required combustion and water supplied to the boiler to be evaporated the life continues to exist, and is capable of being utilized to great advantage. As soon as these conditions are altered there comes a change. Allow the fire to be extinguished and the engine *dies*; becomes inanimate. *Is it any different with a horse?* Cut off his supply of fuel (hay and corn) and the fire of life dies out. Even cut his fuel (feed) short, and his efficiency is greatly impaired, and in a very short time, too.

Now we will draw a comparison: As fuel and water are the requirements of a locomotive or other engine, and the regular feed and drink the requirements of horses and mules to keep up energy and develop power, we might just as well say that horse power did not exist in the amount of muscle and bone *developed* in a horse, but in the amount of muscle producing nutriment contained in a given quantity of food, and this will admit of almost as wide a range as Rankine's good average amount of utility with best engines.

What would you think of a man who would come to you and say, "How much can your team pull?" You own a good average team, take good care of them, feed

them well and are proud of them. You answer that they can pull a ton on a given road under given circumstances. This you know can be done, as you have proved it repeatedly. But this man produces a book and pencil, asks you how much corn, oats or barley you feed at a time and how often; also how much hay and other roughness is added, and how much water the horses drink. He begins to figure—allows a certain amount of nutriment to sustain the body, give sight to the eyes, hearing to the ears, nerve force to the brain, proper bodily nourishment to the blood, and a given amount for waste in offal, and shows you what remains to *generate muscle and bone*, and says your horses can't pull a ton at all, in fact, they are *not horses* in strength, they are only a pair of *billy goats*, because the amount of nutritious units in the amount of feed consumed cannot develop such power. What would you say, or would you say anything at all?

I am inclined to think that, in the language of Josh Billings, you would immediately rank him among the damp-hool fraternity.

The only basis for computing power possessed is that of power developed and utilized. If your team can pull a ton under given circumstances they are a pair of horses, let any man say what he pleases to the contrary—"de fax am dar." If this is then a good average demonstration of the power of the horse, you are developing two horse power. If you take a machine which can, under the same conditions, pull one hundred times as much, or one hundred tons. Then you are developing two hundred horse power, and it don't make any difference whether you utilize 1-100ths or 99-100ths of your power producing units, in so far as the actual power is concerned. The economy of the machine is all that is affected in any way by these different conditions.

We are told that by practical demonstration in the chemist's laboratory it was determined that one volume of water converted into steam of 140 pounds pressure contained 179 volumes. Now we have something tangible. Here we have a safe basis to work on and one that will stay by us and not elude us as soon as we stretch out our hand to grasp it.

Dr. Wilson, in a prior number, said he did not believe that in a locomotive the expansion would reach 179 volumes, but he failed to give any reason for so saying, and, as like causes produce like results is a law of nature, I am inclined to take hold of *that horn* and stay by it. If causes are the same, atmospheric pressure and density of water the same, you can't make anything else out of it, for as soon as the cause is reached the effect is produced. Of course

there are some exceptions, but they only prove the rule. Take water containing alkali or any kind of vegetable or mineral impurity and it can't be produced, because a part of the water goes out with the steam, caused by the foaming of the water. Here, of course, the volume of steam would not be so great as it would be, to a certain extent, mixed with water.

Now, I will give you a brief history of a trip with a 16x24 eight wheel engine, and this is a fact. We started out with a train of forty loads, and sure enough loads we found them. At a junction we set out six merchandise cars, and took instead six lumber. We filled our tank and started, but the forty loads were so heavy that our speed could not be got up to more than six miles per hour. The tank held 2,700 gallons of water, and was full, and boiler full. Steam was kept at 140 pressure; no waste through the pop; pressure never below 135 pounds, and only down to that occasionally when injector had to be put on in addition to the pump to keep water in her. The engine was worked at from twenty inches to the corner all the time, but very near all the time at twenty. In twelve miles run (time two hours the injector would not work on account of water being too low in tanks. We cut and run for the tank, and reached it with one good gauge in the boiler and the tank as dry as a chip, not a drop left in it, and all had gone through the cylinders as *dry steam*, no foaming. The engine was an excellent steamer, and under the given conditions did not burn much coal, about a ton, or perhaps a trifle over, so she must have utilized over the average of her heat units; but what catches me is the amount of water evaporated—2,700 gallons—623,700 cubic inches of water in two hours, 5,197½ cubic inches per minute. As steam at 140 pounds pressure is 179 volume to one of water, we have a total consumption of steam 111,642.300 cubic inches in two hours, 930,352½ cubic steam in one minute.

Now let us investigate some of the doctor's figures as given for computing horse power.

I burned one ton of coal in two hours, making twelve miles, according to his calculation. The result would be that the engine developed 3.03 horse power one-half ton of coal per hour (his example, page 50) *June Magazine*, giving one ton per hour credit with 6.06 horse power, one-half ton per hour should be one-half of that, or 3.03, 6,000 foot pounds of work from the steam generated by one pound of coal, as I use his average, also, of a good steaming engine. and as I use one-half ton per hour. I must use 16½ pounds per minute; $6,000 \times 16\frac{1}{2} = 100,000$ foot pounds, Watts' standard: $100,000 \div 33,000 = 3.03$ horse power.

The rule for computing horse power by size of piston head, or rather area of piston head by average steam pressure, and length of stroke and number of strokes per minute, would give about the following result: Area of cylinder, 201.1624 square inches. As the engine was working nearly full stroke, it is safe to estimate two-thirds of boiler pressure as being utilized; so we have $201.1624 \times 90 = 18,104\frac{1}{2}$ pounds of pressure on the piston. This, by the complete stroke of 4 feet, 72,416 pounds; this, by the speed engine being 5-foot wheel, would make 352 revolutions to the mile, requiring one hour to make six miles, would be 2,112 revolutions per hour, a fraction over 35 revolutions per minute— $72,416 \times 35 = 2,534,560$ foot pounds $\div 33,000 = 75\frac{3}{4}$ for one cylinder, or a little over 151 horse power, quite a difference; and I would like to know which horn the doctor will take now, for I am sure that if he could find horses of which it would require only 3.03 to pull such a train he could burst all the locomotive works in the country, as no company would spend from \$6,000 to \$10,000 for a machine which would require the pay of an engineer and fireman at \$4.00 and \$2.25 per day respectively, and the regular running expenses, besides from \$500 to \$1,000 every two years to overhaul, when the best of horses could be had at from \$125 to \$200 each and need no repairs, and would live about half as long as a locomotive will last, and their bill for feed would not be near as much as the fuel and oil for the locomotive. Let all intelligent men compare all of the doctor's writings with this, and if it so occurs that I have taken his scalp, why I can't help it, for in spite of good, sound logic he refused to be convinced, and has made statements that such amount of steam could not be generated in such a time. All I have to say is, just go to firing and see.

The train consisted of twelve loads of coal in box cars, loaded nearly to the roof, 22 cars of steel rails, from 90 to 100 rails to the car. 56 pounds per yard, 560 pounds per rail, or 50,400 pounds on the lightest loaded cars of steel, and 56,000 on the heaviest, the six lumber cars contained loads of yellow pine lumber, and the conductor said the lightest lumber load was over 52,000 pounds. I wonder what effect Dr. Wilson thinks the pull of 3.03 horses would have on such a train of cars.

As for me, I shall, until something positively better is produced, take the horn which says steam pressure on the piston does the work, and that it has enough power to do good work, as well as being more economical as an aid to the commerce of the country than horses, and when it says that, I must say that an engine which costs \$6,000 or \$7,000 must do more work than any small number of horses, or it is not a paying investment.

The doctor calls for facts, and wants no more "incogs," as they are small potatoes. Well, maybe so, but sometimes it so occurs that those who do not remain "incog" are not even *small potatoes*, and while the doctor is firing out so promiscuously, calling people fools and such other endearing terms, I would like to call to his mind the saying about those who live in glass houses, for if he is not careful he will surely have a crystal shower falling on his bald pate before he is aware of it.

The Dr. wants facts, does he, well why in the name of common sense don't he give some facts; why don't he demonstrate some of these statements of his? I have read the greater part of his writings and I have failed to find a solitary point established, a solitary statement demonstrated; true the Dr. went into a long array of figures, but what does that signify? Why any 15-year-old boy or girl either with half a common school education could do as well; they don't amount to anything, for the Dr. says *suppose* a number etc., and makes a long demonstration and then says, it ain't so; then he says, if so and so, you would get such a result, *but so and so don't exist*, but his saying it don't exist does not prove it; and he will have to commence on different tactics.

The Dr. wants facts, does he? Well, I will give him a little *grade* to ascend; when he gets over it, I may give him some more facts. I presume the Dr. has often observed the street car mules in a town where the streets are hilly; what a trouble two good mules had to start a car loaded with people on a grade of from 50 to 90 feet to the mile and after they got it started they could not make a speed of six miles per hour if they worked their feet off, yet the Dr. says that he has demonstrated that an engine (17x24) capable of taking a train of 4 coaches, 1 sleeper, 1 baggage, 1 express and 1 mail car total 8 cars, up the same grade and get up a speed of from 15 to 20 miles per hour only ranked as 6.06 horse-power. Out upon such nonsense! Does the Dr. think that three times as many horses as are required to pull a street car and make 4 or 5 miles per hour will even *start* such a train, or one-half of it, or even one-quarter of it, much less take the entire train and make 20 miles per hour with it? Such engines as I mentioned here do this and do it right along "an de fax am dar" but I don't presume the Dr. expected to find them, but he has and when he manages that hill, maybe I could find another grade for him to ascend, but that one he will never surmount as it is 12 inches to the foot a yard wide and reaches to the top line of the atmosphere it is insurmountable as he knows as also does everybody else who knows anything at all about the ability of horses that they could not in

such numbers begin to start the trains that are pulled every day.

TIME TO *Another fact for the Dr.: I used to fire a 17x24 blood engine on a fast freight run, the one I mentioned on which my average was 35 miles per ton, steam pressure 135 pounds. I have frequently had gauge register 125 pounds, drop in two scoops of coal and observe that I had a few big lumps to break, then to give me time to wield the coal pick I would drop in two more, at the same time observing that the gauge still registered 125, pick up my coal pick and before I could strike a half a dozen blows and pull out the lumps I could hear a simmer at the safety valve and hurriedly open the door to prevent popping. I would have 135 pounds of steam, an increase of ten (10) pounds, in about (40) forty seconds and this in addition to what was being consumed by the cylinders and the engine working at from 8 to 10 inches cut-off making 12 to 15 miles per hour up hill: "dis am a fack" and I have had the same experience on numerous other engines and so have hundreds of other fireman, and if this don't prove that the Dr.'s *supposed*, that an engine will not make steam as rapidly as they are credited with, is a *wrong* suppose, then I can't read the signs correctly.*

THE DOCTOR'S *The Dr. seems to have been anxious for some one to take his scalp and if he don't now acknowledge that I have it, why all I have to say is that he should not have said that it would be a hairless one, but should have said he did not have any scalp at all, and in fact did not even have the wherewithal to contain such a commodity.*

VACUUM. *The Dr. says nature abhors a vacuum and calls Bro. "Vacuum" a fool, but like all the balance of the Dr.'s sayings, this has not even the stability of a vacuum, as a vacuum is capable of being destroyed to give place to atmospheric pressure, or what that pressure can force into it to replace it, but this statement is forever condemned to nothingness, there is no redemption for it. The fact is nature does not abhor a vacuum, but frequently creates it and to very destructive purpose as is demonstrated by the cyclone leaving in its path the tale of the power of the vacuum.*

The only adversary vacuum has is atmospheric pressure, they are antagonistic to each other and can't be combined or mixed and on this antagonism rests the secret of the working of the pumps and injectors; without it such things as the successful workings of steam fire engines, locomotive or stationary or marine engine pumps or injectors, any kind of force pump in fact, could not exist, as the source of power lies in the

fact that atmospheric pressure is a selfish and jealous article and wants to occupy the entire earth's surface and as soon a vacuum takes a little bit of her territory she turns herself about to dislodge the usurper and by that means the water forced in as the atmosphere can't through the water, but can drive the water up a height of 33 feet to worry her alive sary, vacuum.

Do all the ships saved on the ocean briny deep by the constant use of the pumps; all the houses saved in times of fire by the working of steam engines; all the commerce of land and sea made possible by the proper application of vacuum heard Dr. out in saying nature abhors a vacuum or do they bear testimony to the fact that nature created her as a second child, taught atmospheric pressure, the elder, forever antagonize the younger for the welfare of mankind?

*Some writers I would like to answer, specially "Jack," "Cowboy," "F. E. & M.V." a mistake by "Vacuum" about the theory of an eccentric and a few others, but I have written so much that I must close for this time. The editor will take out the *blade* which would of course render useless the writings of an*

Eccentric Stop

SAGINAW, MICH. May 21st, 1890

MR. EDITOR: -Dr. Wilson is evidently feeling well. He accuses me of calling him a fool. I used antithesis to demonstrate fallacy. I am not aware that I called him a fool, but it seems that I struck a spot if the doctor is disposed to accept figure literally. I can only say: "Well, Doctor, if the coat fits you, put it on; there is no question but that you have demonstrated your ability to wear it with honor. Now, Doctor, you need have no fear that I will pass your tirade by in silence. I ain't bothered by that way, and although it *suits* me to wear *incog*, I am probably as well known to the members of the Brotherhood as you, and correspondents of this department have advised me that I am not afraid when convinced to hold an untenable position on any subject to come out like a man and acknowledge my error, but I have never yet been driven from a position by invective or frothy nunciation, and I don't propose to commence now. To state the case plainly, I have attempted to overthrow Watt's theory of H. P. and set up a theory of your own, instead and if your theory cannot be reconciled to plain every day facts, your opponents are not to blame; they didn't understand the facts. You must remember that I am the prosecutor in this case, and on the burden of proof rests, and you would do well to employ something besides invective and abuse to convince your opponents of the facts that run counter to your theory.

are but phantasms, dreams and snares. Also accept the burden of proof yourself and quit trying to shift it on your opponents. I care nothing about your theories, it is a matter of perfect indifference to me whether they are right or wrong. Your opponent's duties end in setting you right on your application of the facts by which you must prove your theories correct. If you can't reconcile the one to the other, don't beggar the argument and resort to invectives to sustain yourself, but come out like a man and acknowledge (what is evidently true) that you don't understand the facts. Now Doctor, I published not merely a table of figures, but a *demonstrative rule*; the application to the question involved is as plain as noonday to a man having a grain of common sense. You say, "I was writing on the question of steam and did not know that gravity was steam, please give me one of your rules for estimating horse-power of your locomotive where gravity is used as a factor in the estimate." I know of no rule for estimating horse-power that takes gravity into account and the only man I ever heard attempting to bring gravity in as a factor is *yourself*. You call on me to solve the problem of gravity. I want you to solve it and give the solution through the columns of the *Magazine*. It will be a profitable lesson for us all." Now in April *Magazine* did you not give us some examples of "something real?" Did you not in these examples take the entire distance run by these trains and charge it all up as *work done by steam* and compute horse-power on that basis? Don't evade this question, but *answer* it. Do you not know that there is not and never has been an engine that could *pull*

I use the word *pull* in its literal sense) the trains you have instanced the distance indicated in your examples with the amount of coal shown? and that the *trains were running the engines* not the engines the trains for a large part of the distance shown? Don't evade this question, but *answer* it. Now please explain by what rule of logic or common sense you can compute horse-power on this basis. You are the only person yet engaged in this argument that has got momentum, gravity, inertia and a little of every occult force known to nature mixed up with your steam, and it is because we have attempted to eliminate these forces from your calculations as unfair to steam that your ire is awakened. Did you give one single figure in your example to prove that your engines *used any steam at all* in getting their trains over the road? Don't evade this question or hide behind the miserable subterfuge that you are not discussing the locomotive now, but *answer* it. Now take those examples again and tell me the exact amount of steam used in doing effective work on those trips—understand,

not coal, but *steam*. Figure horse-power upon that basis and I will accept your result as approximately correct. You claim to be discussing *steam*, and I want you to stick to your text and discuss *steam*. Now I want you to produce your authority for the statement "If a man burns more than a half ton of coal per hour he will have little time to ring the bell or wipe the sweat from his face." The assurance with which you advance this proposition is truly amazing. Are men who have been burning double and quadruple this amount to accept such statements from you without question? Does not the fact that you have shown such palpable ignorance on this question lead to the inference that you are equally ignorant on all subjects connected with locomotive running and management? You will probably answer this with the plea "I ain't discussing the locomotive now." In the name of common sense what are you discussing? You attempt to force your theories on locomotive-men who use these columns for the sole purpose of discussing the locomotive and when shown that your theories and their facts don't agree, you resort to ridicule and invective and enter the plea that you are not discussing the locomotive. You are certainly an adept at juggling figures. I admit that slack is a factor in starting of freight trains, but not to the extent that you have shown. Yes, I see trains started every day that are made up with the express purpose of eliminating slack as far as it is possible to do so and are to all intents and purposes the same as one car and I could give you (did I see fit) the approximate weight of our heavily loaded excursion trains which are run here in the summer season and consist of from 12 to 16 coaches handled by an 18" and sometimes a 16" engine. Now you may call all this *traddle* or anything else you please, it will not alter the case one particle and until you offer something better than mere assertion to strengthen your position and refute the *facts* that confront you, I at least shall pay no further attention to you, but, as I said before, once convince me that your theories are right and capable of application to locomotive work and I will lay every other consideration aside and accept them. To conclude, I would advise you before undertaking to tear any more indicator diagrams to pieces to inform yourself on the first principles of link valve motion. You don't need to go very deep into the subject, just the *first principles* are all you need to know. You will then be able to understand how the indicator shows a mean effective pressure through one stroke of 50½" and through the other stroke, 51½" at a boiler pressure of 151 pounds and with a 7½ inch cut-off and also spare the readers of this department from the spectacle of a man attempting to argue on subjects

of which he is entirely ignorant. Now Mr. Editor, I am aware that I have departed somewhat from the lines of legitimate argument and I apologize for so doing. I shall not offend to this extent again. While the amount of coal burned here may seem large to "Vulcan" I can assure him that I have been careful to keep within the limits rather than to stretch them. He can see by "F. E. & M. V.'s" letter that they also know something about burning coal in Nebraska. My reason for calling "Vulcan's" attention to his answer to "A. T. C." on boiler pressure was that he seemed to lay particular stress on the answer, thus conveying the impression that only those parts of the boiler in direct contact with the steam were subject to strain. I would like to answer many of the questions appearing this month, but cannot venture to monopolize any more space, so will leave them for some future time.

Vacuum.

EVANSTON, WYO., May 13, 1890.

MR. EDITOR:—I have just returned home and seen the *Magazine* for May, and find on reading my letter of March 17th, on the slip of driving wheels on a down grade without the use of steam, that I have made an error in equating the pressure causing slip and the work destroyed in slip. In place of taking 303 revolutions per minute, I should have taken 5.05 revolutions per second and formed the equation thus:

$255 \times P \times 5.05$ actual run, $\times 2 \text{ ft.} \times 2 = 171,102.5 \text{ lbs.}$ Hence $P = 33.24 \text{ lbs. per square inch back pressure.}$

I have little doubt that the most of your readers will have noticed the error and made the correction for themselves, but in case there are any that have not, I will feel obliged by your publishing my correction.

Yours faithfully, *Evans.*

P. S.—In place of reading in my letter of March 17th *reduction parts*, read *eduction parts*.

TAYLOR, TEXAS, May 25, 1890.

MR. EDITOR:—In the May number of the *Magazine* I read an article from "Vacuum," in which he reproduced a device by which it is claimed water can be drafted 37 feet. "Vacuum" does not say whether he believes the device will do what is claimed for it or not; but since he has called our attention to it, I think we should express our opinion of it. As for myself I beg leave to differ from the originator of the device and will give my reasons for so doing. As "Vacuum" says, water cannot be drafted a greater height than 34 feet. Now since this is practically true, *why* is it true? Science teaches us that suction is created by vacuum and vacuum by the absence of air, hence by removing the air from the suction pipe we form vacuum, and this, suction,

which in its turn drafts the water. Now since we cannot draft water to a greater height than 34 feet, it is from one of the following reasons: Either we have no pump which has power to remove all the air from a suction pipe exceeding 34 feet, the vacuum formed when the air is all moved has not the power to draft the water to a greater altitude. In either case the device does not remove the difficulty. Let us now examine the diagram.

We have "A. B." the suction pipe, 37 feet long; at "C." is a T nipple and an elbow, 25 feet above water line. "D. E." is stand pipe level with the pump or 12 feet long. It is a known fact that air presses equally in all directions; hence it would require as much power to remove all the air from a short pipe as a long one; therefore it would require as much power to remove the air, either in whole or in part, from standpipe "D. E." as from suction pipe "A. B." But on the hypothesis that the pump has not the power to remove all the air from "A. B.," neither can it remove it from "D. E.;" hence the device on this basis is a failure. Under the other hypothesis the pump has power to remove all the air, but the vacuum formed has not the power to draft water. It is a self-evident fact in case that the device is again a failure for by whatever means the air is moved from and the vacuum formed in suction "A. B." the power of suction remains unchanged. This is my opinion of the theory, and at the first opportunity I will give it a practical test. In the meantime I would be glad to hear from some of others on this subject.

Er. Su.

MOBERLY, Mo., May 15, 1890.

MR. EDITOR:—In reply to O. R. and in May *Magazine*, I would say that I have been and am firing a very free steaming engine, and find that the best way to fire is by leaving door on latch. And in proof of this I will give the example of this engine as compared with other engines same division. The engine I have firing has been on the hardest run on division for eight months, and has not her flues calked over five times, while the other engines on lighter runs have to be calked from twelve to fifteen times.

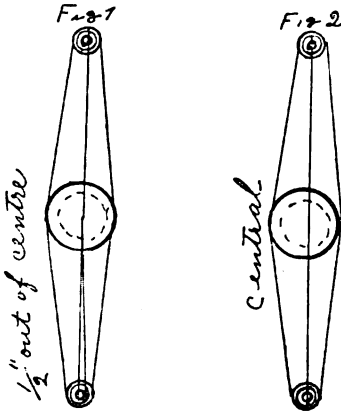
As an example of light firing, this engine has taken a train of eleven coaches for ten miles with eighteen scoops of coal.

Er. Su.

MINNEAPOLIS, MINN., June 15, 1890.

MR. EDITOR:—Having for some time been an interested reader of the *Firemen's Magazine*, I should like to ask a few questions:

1st. Why are the rocker-arms of some locomotive engines put up out of centre, as per Fig. 1, or have in them what some call lead, while on other locomotive engines of different pattern and of the same size the rocker-arms are central, as per Fig. 2.



2d. Why is it that on some engines the rocker-arms are $\frac{3}{4}$ '' out of centre, while on others $\frac{1}{2}$ '' and still others are only $\frac{1}{8}$ '' out of centre?

3d. How, in a mechanical way, do you find how much out of centre to make the rocker-arm, and what mechanical rule is used?

Respectfully,

Subscriber.

THE *Railway Age* has presented a table showing that 666 new lines, with an aggregate contemplated mileage of 53,436 miles, have been projected since January 1, last; that on these lines 14,818 miles are under construction or contract, 9,617 are surveyed, and 29,001 are incorporated or projected. The article concludes: "The fact that in the first three months of the year, new lines representing over 53,000 miles have been brought to public notice, and that their construction is urged and to a large extent probable, is impressive evidence of the enormous field for railroad enterprises which the United States still affords. The mileage proposed in these three months is equivalent to almost one-third of the entire railway mileage of the country now in operation, and yet the projection and inauguration of other lines is still going on at an equally rapid rate, and the prospect is that the roads projected and in various stages of development during 1890 will exceed in aggregate mileage our entire present completed system."

The New Brakeman.

He had just finished husking corn down in Indiana, and came to town to get a plug of tobacco. A brakeman on a passing freight train had been taken suddenly ill, and the conductor hired him to take the brakeman's place. They had not been on the road long when darkness overtook them, and while stopping at a small station the rear brakeman put out the red lights on the caboose. The conductor and his new brakeman were standing on top of the next car to the engine, when suddenly the new brakeman, dropping his lantern on top of the car, started toward the caboose at a break-neck speed. The conductor was puzzled at his strange performance. But on he went at a 2:10 gait until he reached the caboose, when he kicked both red lights into a thousand pieces. Returning to the conductor, panting like a quarter-horse, he was asked what was the matter with him. He replied: "Gosh dang, that was a narrow escape; did you see them lanterns? They were red hot, and if I had not got there when I did they would have set the caboose a fire." *Switchman's Journal*.

THE Central Railroad of New Jersey has awarded the contract for double tracking the Lehigh & Susquehanna Division between Mauch Chunk and Wilkesbarre to Whitney & Burk, of Philadelphia. The contractors are erecting shanties for their laborers at Pen Haven Junction, where the work will be begun on a four mile stretch within a fortnight. The work of double tracking at Solomon Gap is included and the whole job is to be completed before next winter.

DR. BARNARD says: "It is difficult to procure men at any price who combine superior skill, comprehensive mechanical knowledge, and general intelligence in such proportions as to make them valuable as foremen, managers and specialists in mechanical pursuits, or in the operating branches of railway service."

THE Widdifield & Bowman Electric and Air Brake Co., of Toronto, Can., whose brakes were recently exhibited on a train on the Lehigh Valley Railroad, will soon equip a much larger train, making all the parts stronger and more durable than heretofore.

THE Pennsylvania railroad system has the largest gross receipts of any in the United States, aggregating upwards of \$50,000,000 per annum, although its mileage is less than that of some of the other systems.

THERE is no class of men who have contributed so much to the present civilization as the mechanic.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

A WORD ABOUT MARRIAGE.

A carefully compiled set of marriage statistics brings out the fact that the age for marrying has steadily increased for a number of years, the average now being twenty-six years for men and twenty-four for women. The age in professional and wealthy classes among men is seven years and among women is four years more than among the so-called working classes. The proportion of those who never marry is much greater among the former than the latter. The wealthy men cultivate such luxuriant tastes that they cannot afford to marry and they surround themselves with so many comforts that marriage is not a necessity; while wealthy women are bred to habits and requirements so extravagant that they frighten away prospective husbands. The wretchedly poor and ignorant marry and people the earth with no thought of responsibility, no provision for the present or the future, and they are a burden upon the frugal and the industrious portion of humanity and a detriment to the mental and moral improvement of the human race.

It is within the great body of the middle classes that we find the most perfect form of the marriage relations. Here people marry from the highest motives. Genuine and unadulterated love is the inspiring sentiment. Men and women marry with the intention of founding a home and a family. They are willing to commence in a humble way and practice a rigid industry and economy. They are simple and frugal in their tastes, and a praiseworthy ambition for higher things lends an inspiration to toil and self-denial. In consideration of these facts it is not surprising that from this class of people come our best statesmen, our most successful writers, our most enterprising business men and our highest exponents of religion and morality. The middle classes are the large reserve force of the nation. We draw upon them, as from a great quarry, for the materials to build our government.

In the passing of the years, through the regular revolutions of the ages, the middle class becomes the aristocracy. Thrift and

industry produce wealth, age and respectability secure position. With riches and influence come habits of luxury and idleness which fasten themselves more strongly upon each succeeding generation. The various forms of excess and immorality follow in the natural course of events and, as nations rise and fall, so families thrive and flourish, reach their zenith, decay and pass away. The ranks are quickly filled from the stalwart forces, disciplined by hardship and endurance, fresh, healthy blood rushes into the arteries of the nation, and the great life goes ceaselessly on. The foundation of the commonwealth is the home and family and these can exist only through marriage. Thus, when all is told, we come back to the simple fact that no institution in all the world compares in vital importance with that of marriage. In consideration of this subject we should employ the keenest perception, the wisest judgment, the highest impulses of heart and mind. In both boys and girls from early childhood should be developed those characteristics which shall fit them for husbands and wives. In that future, that Utopian hereafter, when marriage shall have reached its highest state, will never be necessary to ask the question "What are the best methods for raising husbands and wives?"

With the hot weather upon us, there is no matter of domestic arrangements that seems of quite so much importance as that of keeping cool. It is almost an impossibility for people to be amiable amid the discomforts of summer, the heat, the dust, the insects and the various annoyances of the warm months. By careful management these evils may be partially mitigated and this beautiful season of the year may not be robbed of all its enjoyment. There is nothing which contributes so much to personal comfort as screens. Where people own their homes the outlay of money in filling every door and window with a wire screen brings manifold returns. Where property is rented a piece of wire netting or even mosquito bar tacked across the window is much better than no protection and the wire doors, very cheaply made and will generally fit an ordinary door. It is sometimes urged against screens that they exclude the air but this is not perceptible and they certainly shut out so many objectionable things that a slight measure of air can be spared. The luxury of enjoying three good meals a day without sharing them with a solitary fly is worth great deal, and so is a whole evening spent in reading, writing, or social enjoyment, undisturbed by moth or beetle or any winged creature, while the delight of a sound night's rest unbroken by that pest of warm weather, the mosquito, cannot be put into words.

The first requisite for comfort in hot weather is indisputably—screens.

There is one distinguishing peculiarity in a man's nature which compels him the moment he enters the house in hot weather to throw everything wide open, doors, windows and shutters, and even the curtains must be sent flying up to the ceiling. It is a sort of universal failing and must be borne with the best grace possible. The careful housewife, however, will open wide the doors and windows in the early morning and fill the house with pure, fresh air and then, if the day is to be hot and sultry with no wind stirring, she will close shutters and windows and keep them closed until the sun has gone down and the evening breeze springs up. Only those who have tried it know the delightful coolness it imparts to the house. With proper care the temperature within may be kept many degrees cooler than that on the outside.

Heating food and drink should be avoided in a great degree. One hearty meal a day is perhaps essential but warm bread and hot drinks and quantities of meat should be dispensed with. They supply a great deal of heat to the system and the consequent attempts to "cool off" frequently produce congestion and chills. People who are idle suffer as much or more in summer than those who work. They have time to think about it and to consult the thermometer and fret and fume and make themselves and everybody else uncomfortable. Let the day's work be followed by a bath, some clean clothing and moderate recreation and a great deal of comfort and enjoyment can be secured. A most essential observance is to avoid violent emotion, to keep as even tempered and equable as is consistent with the nature of things and to have great consideration for others. Summer is nature's holiday and one which, with proper judgment and discretion, may be heartily enjoyed by all her children.

ENCOURAGED by the many interesting and valuable replies received in response to our inquiry as to the Best Method of Managing a Husband, we will ask our correspondents to give us their ideas upon the Management of Wives. Do they require any managing or have they so high a conception of their duties that they fulfill every obligation, no matter how they are treated? Are they remiss in their daily walk and is it the fault of the husbands? Are our lady readers satisfied with the way their husbands manage them? In observing the domestic life of your friends and neighbors does it strike you that husbands exercise the same tact and judgment that are supposed to be necessary on the part of women in order that married life may not be a failure? Or do they rely upon the fact that, as they hold the

pocket-book and their wives are entirely dependent upon them, it is not necessary for them to make any special effort to promote harmony and bring peace and contentment into the home? How would the wives wish to be "managed"? Let us hear their ideas upon this question. We would also like to know what the gentlemen think upon this subject. What are their theories and experience? Do they ever give any thought to the management of their wives or do they simply depend upon their authority to have things as they desire around home? A great deal has been said about the management of husbands, now let us know how the wives are to be managed or whether they require any management.

REPLIES to "Kicker" still continue to pour in. We feel sure our readers will agree with us that this individual has been pretty severely handled and that through his contribution he has really done a service to the Woman's Department. The many excellent letters received have shown unmistakably the prevailing sentiment in regard to this feature of the *Magazine*. It is not necessary to consume any more time or space with this subject and we hope our correspondents will now take up some other topic.

For Woman's Department:

A SACRIFICE FOR PA.

By BESSIE MORGAN.

"Well, Desire, I've told ye what he said, near's I can remember. It kinder took me by surprise. Somehow I hadn't thought of you as bein' old 'nough for anythin' of that sort, but after all, you aint no younger'n your ma was. But what be I to say to George?"

"Tell him he's a goose! Tell him I couldn't think of such a thing, and I don't see how he came to!"

"Ye don't mean ye won't have him!" incredulously.

"Pa! Did you think I would! George Hayes! It's too ridiculous!" She leaned against the kitchen door post and laughed.

Her father was standing just outside, on the step. He turned upon her severely.

"Yes, George Hayes, Desire Palmer! What ye got to say agin him? You've knowed him all yer life, an' ye know jest what he is. You may travel the wide world over, an' though you'll find many a wus man, you won't find ary a better! An' I wout have ye laughin' at his honest love in my presence, either!"

Desire hung her head.

"I—I wasn't laughin' at that, Pa, but I couldn't. I know he's good—but—but his nose turns up, and he's such a wide mouth, and—and big hands."

"Well, I never!" said Pa, after a few minutes of silent astonishment. "I never expected to hear George Hayes objected to 'count of his looks! Mouth too wide! His teeth are han'som as yourn! Big hands! He's got a heart to match, I tell you! What if they are big? They'll hold yourn all the safer!"

"They wout then!" said Desire, rolling her little soft hands up in her apron, as if the terrible George Hayes was standing by, ready to pounce on them at the first chance, literally as well as figuratively. "I shouldn't think you'd want me to go off and leave you, Pa!"

"That's jest where 'tis," said Pa, eagerly. Ye woudn't have ter go. Our farms lie close together

an' we'd turn 'em inter one, an' we could go an' live in his house, or he could come over an' live in ourn, jest 's we pleased. Think what a farm that would be! An' he's got the money to go on with it. I've worked, an' saved, an' raked, an' scraped all my days, an' I've *managed* to get on somehow. I haint laid up nothin'. I couldn't, for I've got that old mortgage paid off at last, but I aint so young as I was once, an' I *should* like to feel I could 'take a little comfort, fore I die'."

"Pa!" cried Desire, then she darted to the stove, and flung the oven door open wide, and a cloud of blue smoke streamed out. "There!" she said, "the biscuit are burned to a crisp, and it is all your fault for talking to me so, and making me forget what I was doing." Well, I suppose we'll have to make the best of it, and have them for tea. You feel so poor to-night Pa!"

"They look pretty black," said Pa, inspecting them carefully. "I guess you'd better make some more, Desire. Well, I'm goin' out to the garden ter work till supper's ready. I won't give George no answer till ye've had time ter think it over. If ye'd set your mind on somebody else, I wouldn't say nothin'. But ye haven't—less it's some 'maginary feller, ye won't ever see. Yer ma named ye well. Ye've ben wantin' ye didn't know what ever sense ye was born!" said Pa resignedly, as he went out. Then pausing for an instant on the step, "Have ye noticed how the apple trees is bloomed out, Desire? We'll have a grist of fruit next fall, if nothin' happens."

"Glad we'll have something," said Desire, as she brought out her bread board again, and laid it on the table before the window. An apple tree spread its cloud of pink and white blossoms just outside, and a robin was singing in the branches.

"Poor Pa!" said Desire to herself, as she sifted the flour.

What he had said was perfectly true. He had worked and struggled all his life. Who could wonder he longed for a little smooth water now. What pleasure had he ever had all these years.

But then, George Hayes—Desire did not dislike him, quite the contrary, and she had not meant she thought him ugly in her remarks about his personal appearance. No one had ever looked at his laughing, saucy face without liking it. But merely that he would not do for a lover. It was preposterous to think of him in that capacity, or to imagine him guilty of serious love making.

Here someone came suddenly up to the door. Desire turned hastily, and blushed for the first time in her life at the sight of her neighbor.

"Going to have a sewing society, Desire?" inquired he, pulling off his straw hat and smiling at her without any embarrassment.

"No, of course not!" with a little stare. "Why?"

"You seemed to be getting in such a supply of hot biscuit. Where'll I find your father?"

"He's in the garden," adding to herself, as her lover departed. "Now he'll go and ask Pa what I said, and Pa'll have to tell him and that'll be settled. O poor Pa! I believe if I had it to do over again I'd say yes! All my life long I've been wishing I could do something to help Pa and make him happy, and then when I had the chance I wouldn't!" Desire's eyes filled with remorseful tears.

The corn house door swung open, and out came her father, with his hoe in his hand, which he had been sharpening. Fate had given Desire another chance to sacrifice herself, if that was her wish. Her heart sank, but she gave herself no time to think. She rushed out and caught him by the arm.

"Pa!" she cried breathlessly, looking up to him, the soft wind ruffling her pretty hair. "Pa, George Hayes came to see you a minute ago, and I sent him to the garden, because I thought you were there. But Pa, I've thought it over, and—and I've changed my mind. You can tell him yes!" Then she flew back to her biscuits before he could express either surprise or joy.

It's done, and now nobody can say I don't love Pa! I *couldn't* do more for him than to let him choose my husband for me! Then Desire's thoughts wandered off, in a girlish dream, of what a lover *might* have been, and she was still contemplating her ideal when stern reality in the person of George Hayes returned hastily.

"Did you mean it, Desire?" and coming up to her, he took her by the shoulders and turned her round, to face him.

Desire looked up at him, with a funny expression, half frightened, half defiant, and yet with a sort of trust in him at the bottom of it all. George met the look for a minute, and then bent his face to hers. But like a flash, Desire sprang back, her cheeks growing pinker than the rose-flushed apple blossoms.

"You mustn't do that!" she said.

"Why not?" asked George, with a little laugh. Then he grew suddenly grave. "Why did you send me word my answer was yes, Desire?"

"If you had rather it was no, I can change it very easily!" said she, her pretty lips decidedly inclined to pout.

"Is this the way you sacrifice yourself for Pa?" demanded her conscience sternly.

But George said nothing. He only walked away to the door and stood looking out. Perhaps he was disappointed.

Desire hurried her biscuits into their pan with a possible dispatch, a prey to conflicting emotions. Then she slid them into the oven, and closed the door on them with decision. She had made up her mind. She walked up behind her silent lover and touched him lightly on the arm.

"George, I wasn't polite to you, just then, but you see nobody ever kissed me, but Pa. But you—*you can* if you like!" with a breath like a person preparing for a plunge in cold water.

George could have laughed, wretched as he was, the desperate determination in every line of the face upturned to him.

"Thank you, dear," he said, very gently, "but don't like this at all. Do you suppose I want to kiss you against your will?"

Desire was not pleased. She had not wished to kiss him, but having made up her mind to perform this painful duty, it was not for him to object. She was turning away from him coldly, when he stopped her.

"Why did you send me such an answer, Desire? Why did you send me such a question?" said she, feeling that her only safety was in evasion.

"My excuse could hardly have been yours," said sadly, and then in the tone of one who feels asks an unnecessary question, "Do you love me, Desire?"

Desire drew a long breath.

"I—like you, rather."

"And I—love you, too well, to be satisfied with that. I'm afraid. The fault was mine for supposing such a thing could be possible. Don't look so unhappy, Desire. I'm not going to torment you with my addresses. We can still be friends. Good by!"

"O dear! O dear! O dear!" cried Desire, as she as he was gone, and she hid her face against the door post and cried, just where she had hidden it before, when Pa first told her of this unlucky proposal.

But short time was allowed her to give way to tears. Pa's voice was heard speaking outside.

"Why George, you ain't goin'." I guess not to-morrow! It's six o'clock and supper's all ready, an' you must come in an' try Desire's biscuit!"

Then George's voice, hastily explaining that he had important business that must be seen to at six o'clock! Supper all ready! How and what Desire rushed wildly to the cupboard and began setting the table as fast as she could. Surely Pa was the most unreasonable of men! Did he suppose she could get engaged and get supper, both at once, say nothing of breaking the engagement and everybody's heart at the same time! What was she to have for supper? O, codfish balls, and the goodness they were all ready to be fried. *Ge couldn't* be such a goose as to come back with that there they were, standing in the door!

"Why, Desire, you're kinder late 'bout supper to-night!" said Pa, with radiant countenance.

One glance at them told her that he had given George no chance to explain, but had brought in whether he would or no, and her heart sank.

"What on earth's made your face so red, child?" inquired Pa, gently pinching his daughter's flushed cheek.

"Perhaps if you were getting supper over the

with about two minutes to do it in, you'd look hot!" exclaimed Desire, as she placed her fish balls on the table and returned for the biscuit. "These are scorched, too," she said resignedly. "We'll have to eat them this time. I can't make any more to-night!" Pa looked annoyed.

"Why Desire?" he said, "taint like you to be so careless—I don't know what George'll think of such cookin'!"

"They're not burned much," said George, hastily. Then they took their places at the table, when Pa, instead of his usual short grace, uttered a heartfelt thanksgiving for the mercy and goodness that had that day been shown him, in granting him the wish of his heart, concluding with a prayer that all the blessings of his life might be showered on his son and his daughter.

There were tears in his eyes and a tremble in his voice, as he finished, and his wretched daughter hung her head, and busied herself pouring out very queer cups of tea, hiding her scarlet cheeks as much as possible behind the teapot.

George listening to Pa's prayer, understood at last why Desire had said yes to his unwelcome offer. He had no teapot to hide behind, so, though he looked very white, he held up his head and stood to his guns like a man, and protected Desire from her father's embarrassing remarks as far as was possible.

"There's one thing about it Desire," said Pa, "twont do for you to try to keep George on codfish. It's plain enough he don't like that kind of eatin'!"

"It's very nice indeed," said George, who had eaten about three mouthfuls, and unconsciously Desire sent such a look of gratitude towards him, from under her lashes, that Pa's attention was attracted, and he laughed aloud.

"Reckon you'll take another after that George," he said, putting it on his plate. "Girls are easy to please, if you praise 'em enough—'Twas less'n an hour ago this one was laughin' at the very idea o' takin' you an' sayin' yer mouth was too wide—an' yer hands was too big—Haw! haw! haw!"

But no one joined in Pa's laughter. There was an awful frozen silence for an instant, and then Desire jumped up and fled from the room.

"Catch her George!" cried Pa, "serve her out well for sayin' you wa'n't ha'n'som!" and George sprang up and followed her. Desire had flown for refuge to the darkened sanctity of the parlor, hiding her face on the hair cloth arm of the slippery, inhospitable sofa.

"Go away!" she sobbed. "You had no right to follow me! You hate and despise me!"

"Desire," said George, coming up beside her. "I only followed to tell you I didn't mind. It was all perfectly true. 'Hate and despise you!' I despise no one but myself! Don't cry so Desire!" dropping down on his knees beside her, half desperate at the sight of his cruel love's grief. "I'll go and explain to your father, and then I'll go away, and you need never see me, or hear of me again!"

"You think of nothing but me!" sobbed Desire. "And it was true—I did say all those horrid things—but—but I did not mean I thought you were ugly!"

In spite of himself George laughed. "What does it matter! Of course you thought so. You couldn't think anything else. It doesn't make any difference."

"No!" cried Desire, suddenly lifting her tear wet face. "It doesn't make any difference! If you were perfectly hideous it would be just the same!"

"I know you couldn't love me, under any circumstances," said George gently.

But Desire had hidden her face again. "I could," she said, in a smothered voice, "because I do!"

"Desire!" he said, incredulously.

One of his much abused hands was resting near her, on the sofa. Without raising her head Desire seized it, and pulling it down within reach, laid her soft little cheek against it, and kissed it.

Mrs. Zerelda Wallace, who was at one time in ill health, with a large family, a house full of boarders and one girl to assist her, was advised by her physician and friends to take beer as a tonic. "No," she said, "I'll put the beer money into another girl and take more time for rest."

LOS ANGELES, CALIFORNIA, May 1st, 1890.

Editor Woman's Department:

It has been my pleasure to be a reader of your valuable and interesting *Magazine* for some time. I am pleased to say, but have thought myself incompetent to contribute anything to Woman's Department. And while I feel no less competent now, still the subjects open for discussion are so good I feel the inclination irresistible to try. First I would say in regard to managing a husband I know little. Not because I haven't a husband, but simply because I feel that "God's help" and *pure true love* and to fulfill our marriage vows so far as we are able, sufficient to live as God meant us to live. And I think if our duties were considered pleasures and our perplexities in our household were taken a little more good naturedly there would be more room for smiles when our tired husbands come home. And then there would be little need for managing on either side.

And if we are truly his companion in all things, finding pleasure in reading to each other and being as entertaining as we were before marriage, even though we may be sometimes as tired as our husbands, still how soon we feel rested if only we know we have done something to soothe him and he gives us the praise due us.

Human nature needs outward manifestations constantly of the love which we bear each other. Never be afraid of showing your love as well as telling it to him to whom you are joined. Life cannot have too much love in it to be happy.

At the same time bear in mind your own value to him and therefore keep your own independence. I do not think it necessary to in any way forfeit our independence, and indeed I think we are sure of keeping the respect of him if we do not.

And now a word to him who signed "Kicker," if such a person was really sane. I sometimes doubt if he was in possession of his senses when he wrote such a cowardly, unmanly article. If so, alas for her who calls you husband. I truly pity her. If there were many such as you (the name man is far too high a title for you) I fear the world would be visited with more plagues than those you mention and so it ought. But you did speak true when you said woman was not your equal, for woman is so far your superior that you ought never to have been permitted to call "one" wife. Words fail to express my opinion of you. I trust some one who is more able will speak a word to you for your own good.

And now if I may be permitted to say just a little more I would say San Diego Lodge No. 90 of San Bernardino is doing nicely, though we *do seldom* hear from it, and can boast of a membership of true, loyal and noble men of whom my husband is a member. Hoping this, my first, will find a spare corner in your next issue, with best wishes for No. 90, I am truly yours. *Bess.*

MOUNT VERNON, OHIO, May 28, 1890.

Editor Woman's Department:

As I never see anything in our valuable *Magazine* about Franklin Lodge, No. 9, I will try and write something about it. On May 14th the Lodge gave their thirteenth Annual Ball at the City Hall in Columbus. It was an occasion of great enjoyment and met with the success that similar affairs by No. 9 have always attained. Great interest centered in the result of the contest for the gold-headed cane awarded to the most popular engineer and the watch charm to the most popular fireman. William Ingersoll (cousin to the famous Robert Ingersoll) was the lucky recipient of the cane and C. C. Coit, of the charm. Eight hundred tickets were sold for the ball, and in the voting \$550 were realized on the cane and \$275 on the charm, the latter donated by Mr. Frank Bonnet. The grand march was led by Bro. W. H. Stump and Miss Annie McLaren. Brothers Landon and Kennedy made every one feel at home. Thanks for their kindness. Our worthy Bro. Frank Shively and Miss Ada B. Clements, one of Mount Vernon's fairest daughters, were bound in holy matrimony at the bride's home, May 28. Hosts of friends congratulate the happy couple and wish them their full share of prosperity and happiness. With best wishes to the Brotherhood.

An Engineer's Wife.

C. W. M.

For Woman's Department :

OUR HEROES.

I will tell you a tale as told unto me—
A tale of the picturesque west country.
Midway 'tween the mountains and measureless sea.
Perchance you may touch it in journeying round:
If so, bare the head and silence all sound.
For the place where thou standest is holy ground.

One morning in summer when sweet melodies
And anthems of birds caroled soft thro' the trees,
Commingle with fountains in wild harmonies.
We ventured to search thro' our wonderful land:
To feast on the views of its snow-mountain grand,
And gorges deep, hewn out by Nature's bold hand.

And he, who the iron and steam was to guide,
Stood fearless in action and honest in pride;
A king in full health; discontent he defied.
We envied his life, like to soaring on wings.
He answered, "For me, no song that bird sings
Is so sweet as the smiles and the dear welcomes

Of the wife I have left this morn in the nest,
And the bairns that lay soft asleep on her breast.
Heroic is grandeur, but sweeter is rest.
When the sun's slant rays on the white waters fall,
Like pale amber streams 'gainst a clear crystal wall,
In radiant beams, heaven-like, over all."

On we go, past the cataract's musical roar,
Whose wind-beaten waters are curbed nevermore.
Infinity's frownings behind and before.
Cañon to right of us, and cañon to left:
The sunless arcade scarce by daylight is cleft—
As by majesty's touch, its sight was bereft.

Fleet as an arrow, we are swept towards the sun:
Crashings and groanings and thunder are one.
Adown the incline—none knew how it was done:
The train was detached this side of the rift.
But the steed and the driver by fate set adrift,
Sped swiftly, eternity's veil to uplift.

Bruised, bleeding, we pillowed him by the stream-side,
Soon to cross the river of Destiny wide.
—Already his pulses are meeting the tide.
Tell Mary, when Duty's voice called unto me,
I answered, unquestioned, this day her decree,
Life's riddle to solve of the soul's mystery."

There are lives that go out on battle's red plain:
And victims are offered for principles vain;
And hearts, for one's own, on the altars are laid.
But one, has earned kinship with angels alone,
For no greater love unto mortal is shown,
Than to lay down a life for a brother unknown.

Ida M. Davis.

TERRE HAUTE, INDIANA

[We welcome Mrs. Davis to the Woman's Department. She is one of Indiana's most valued writers.—Ed.]

MISSOULA, MONT, May 8.

Editor Woman's Department :

My April Magazine has just arrived and in it I see a communication from a thing signing his name "Kicker." He says he has worn the pants since he has been married. Now I think he is altogether out of place in pants. I think he would look better in harness, that's what they put on such animals out in this country. I think I saw "Kicker's" partner yesterday. They had worked him in a logging camp until he was old and crippled and then turned him out to die. He had one ear laid back and the other was sticking straight out. He looked as though he wanted to kick the engine but I guess his better judgment told him it was no use and he had better keep quiet.

Now if "Kicker" had shown as good judgment in keeping still there would have been one fool that the world at large would not have known anything about. If "Kicker" had some of the manliness of that friend of his that he tells about I think he would be far better and if Mrs. Kicker had a big brother I think "Kicker" would regard her as his equal. Oh, how glad I would be to meet such a Noble Brother,

how I would strain him to my bosom and shed tears of joy; how I would lay off six months twice a year to get to be in such grand society; how I would introduce him to my friends, as the great and noble "Kicker" who has never seen a woman who was as good as he is; how I would put a canvas over him and have the people pay large sums to get to see him and advertise him as the great I Am, (or a twin brother to Joe).

He says some women make a dog laugh, he even acknowledges he laughs. I wonder what class of dogs he belongs to. I should judge he belonged to the class known as the sneaking curs. He also says that Cleveland's defeat, the Johnstown disaster and all the strikes and la grippe were a judgment from Heaven on the people for allowing the women to hold a convention in Washington. He also threatened to have Bro. Debs bounced for allowing the women to run the Magazine. Oh, how Bro. Debs must have felt when he read "Kicker's" communication. I imagine he shook all the buttons off his clothes and his hair must all be gray from fright for Bro. Debs is that kind of a man. I don't know how Bro. Debs looks at it but if I was in his place I would think I was one of the greatest compliments that could be paid me to have such a thing as "Kicker" work against me. I can imagine what kind of a blow "Kicker" has. When his children see him come home they all run and hide and tremble with fear and his wife wonders whether she will get a skin or a lick from his fist. Children raised by such things "Kicker" are what fills our prisons and makes the roughs and toughs of the world. I had better die before the society for the prevention of cruel animals gets after me. Yours in justice,

A Friend.

If Kicker will write a communication and sign his name and address I will do likewise. There is no I would like to tell "Kicker" but respect for the Woman's Department and its honest Editor keeps me quiet.

GENEVA, N. Y., May 4, 1890

Editor Woman's Department :

Although I have read only a few of the *Firemen's Magazines* that were lent to me by a friend I have been very much interested in them, so I thought I would try and write something for it.

In the April Magazine the ladies wrote very many letters on "How to manage a husband." I think is a very good subject but I cannot say very much on it as I am not married. I think Grace Carroll Eldorado, Ill., has excellent ideas of married life if I am ever married I shall try and do as she says as near as I possibly can. If every woman did I do not think that there would be so many unhappy marriages.

I must change my subject for I did not intend to write on how to manage a husband. I want to say a few words to that gentleman from St. Paul Point that signed himself the "Kicker," and that he did not consider any woman his equal. I wonder if his thought turned back to his dear mother now sleeping her last, long sleep in death, or if he remembers his childhood days when no one could soothe his cares or troubles like his old mother could. For there is no one like a mother. As soon as we advance beyond the period of childhood and embark our lives in the storms of this world there are no lessons that will be as useful as the old lessons learned on mother's knee, and we will through all the temptations and trials of this world and come out victorious if we do as mother says. No matter if we start and fall, we will always have some one to turn to, who will never forget or neglect us, and always find a cure for our aching hearts. We may make new friends and when trouble comes they may turn from us and prove false, but then we will not despair for we have our mother who will comfort and protect us.

There is many a man who commits some terrible crime while intoxicated and is cast into prison. Who is it who pleads and obtains pardon for him, if it is possible, but his dear mother?

If every man loves his mother as he ought to, he will also love his wife and then I am sure there will be no trouble.

Wishing the B. of L. F. Prosperity, Success and Eternal Happiness. M. F.

CORNING, N. Y., March 20, 1890.

Editor Woman's Department:

We learn, with regret, that on the 18th of this month death once more visited earth and took, in its cold remorseless arms, "A dove, pure and spotless," from the home of Mr. and Mrs. Ed Everetts, a member of Fellowship Lodge, B. of L. F. Dear Little Robbie, the joy and sunbeam of a loving home, has gone to dwell with the angels. For only seventeen short months did his little light shine, then Jesus took the little one home, and the many friends of the bereaved parents extend to them their sincere sympathy. But he is not lost, only gone before, and while our hearts go out in sympathy to the parents, we can but remind them that *He* said, "Suffer little children to come unto me and forbid them not, for of such is the Kingdom of God." The funeral was held at their residence, 159 East Erie avenue, the interment taking place in Tioga, Pa. The singing was selected and rendered by Mrs. Grace Mariotte, née Brown, and Miss Carrie Frazee. Dear little Robbie is "safe in the arms of Jesus," and we are sure he is "Waiting and Watching" for papa and mamma.

Spake we softly, "God in Heaven,"

Keep our darling free from ill,

Worldly gear and worldly honor,

Ask I not of Thee,

But from want, and sin and sorrow,

Keep him pure and free."

Two little, waxen hands,

Folded soft and silently,

Two little, curtained eyes

Looking out for thee,

Two little, snowy cheeks,

Dimple-dented never more,

Two little, trodden shoes

That will never touch the floor,

Shoulder-ribbon softly twisted,

Aprons folded clean and white,

These are left us, and these only,

Of thy darling's presence bright,

For *He* holds the pet lamb

Safe from earthly straying,

But we miss him sadly,

By the window playing,

'Till we look up and see

There with purer vision,

Two little snowy wings

Softly flutter to and fro,

Two tiny, childish hands

Beckon still to thee below,

Two tender angel-eyes

Watch over thee, earnestly,

Through the loopholes of the skies,

Baby's looking out for thee.

Mrs. G. F. Roody.

CLIFTON FORGE, VAIL, April 10, 1890.

Editor Woman's Department:

The *Magazine* for this month having put in an appearance, I have eagerly perused its pages, and, as usual, did not see one word from the members of Jackson Lodge, 274. I will not wait longer, but will attempt something myself, and do hope this will influence some member who is more capable of writing than myself.

The Lodge is in a prosperous condition, with an able set of officers at the head of it. The boys are all good, responsible and intelligent, therefore causing much good to be done in our city by the Brotherhood, and as a sister of one of your members, I am glad we have such a noble organization in our midst. May God ever forward the cause of the B. of L. F. and help the members to be ever mindful of their duties.

A festival, given under the auspices of Jackson Lodge, March 27, netted "old 274" the snug little "dot" \$250.00. The principal feature was the awarding of a handsome gold watch to the lady soliciting the most money for the Order. The competing candidates were Miss Marie L. Hyde and Miss Fannie Peck. The contest ended in favor of Miss Hyde, she begging \$163.81, and Miss Peck \$64.80.

With many good wishes to the *Firemen's Magazine*, and all its readers, I am, very truly,

A Fireman's Sister.

HARTFORD, CONN., April 20, 1890.

Editor Woman's Department:

I noticed in the April number of the *Magazine* a communication signed "Kicker," from Stevens Point, Wis. I should say he was a "Kicker," and to think that the Editor of the Woman's Department would allow such a communication as that to appear in its columns is more than I would have believed. I suppose this "Kicker" calls himself a man. If he does, he is the smallest and meanest man I know of.

I think the Woman's Department is a very interesting part of the *Magazine*, and I congratulate Bro. Debs on having so able an editor for this department.

In regard to the managing of a husband, I think if this "Kicker" would let his wife do a little of the managing he would be a little better off. I would like to know what this "Kicker" ever got married at all for? I think his wife must be an angel. His neighbor, that he speaks of, is a very sensible man, and the "fool" fits his case better than it does his neighbors. In his communication he says, "When his mother lived," I think if his mother was living now and should see the way he uses his wife she would give him a few pointers, if she was anything like the mothers around here. He also says that the country is going to ruin because the women have too much to say. Well, that is a great speech for as smart a man as "Kicker" pretends to be. To think that the defeating of Cleveland, the grippe, and the Johnstown flood had anything to do with the Woman's Rights Convention is too ridiculous for anybody to believe, even such a man as "Kicker." I hope Bro. Debs (or Mr. Debs, as "Kicker" calls him,) won't worry over any such things as a "Kicker" at the next convention.

In regard to flirting I think "Kicker" must be crazy to think that if his wife should do the same things that he does he would leave her. I think the best thing his wife can do is to leave him, if that is the way he feels. And now, Mrs. Editor, I think if "Kicker" would read the *Magazine* a little more thoroughly, and profit by its example, especially the Woman's Department, it would be a good thing for him.

Wishing the Woman's Department success, will close, hoping some abler correspondents will give the "Kicker" his just dues. Yours fraternally,

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DEPHOS, O., May 21, '90.

Editor Woman's Department:

I have for the last five or six months read the correspondence from different lodges and of course different towns but have never seen any from Fidelity Lodge, No. 185. I have three brothers, two of whom I am glad to say are firemen, and it is not my fault they are not. They are neither one B. of L. F. men yet but will be as soon as they are old enough. Two of my brothers are married but one is still at home. How I run for the door, for we live close to the Clover Leaf to see every engine that I hear puffing on account of its terrible load, or the ringing of the bell as the fireman sitting on the seat box is patiently ringing, to see if it is my dear, dear brother coming home safe. Then I keep watch down the street, and when I see him coming I meet him and welcome him home. A Fireman's Sister.

C. M. P.

MISSOURI VALLEY, IOWA, May 16, 1890.

Editor Woman's Department:

I have been a constant reader of the *Firemen's Magazine* for the last two years, and have never seen any letters from Climax Lodge, No. 254, B. of L. F. I wish to say in behalf of the members of No. 254, they are a jolly, intelligent set of men, and have a large membership here; my husband being one of them. They have just fitted up a large hall for themselves and the B. of L. E. to use for Lodge rooms, and have it very nicely furnished. I enjoy reading the Woman's Department and am interested in "How to Manage a Husband." My experience is—kind, loving words and a smile, when he returns home, weary from the day's work, to be a very effective medicine. Best wishes for the Brotherhood.

Mrs. N. I. O., An Engineer's Wife.

BATTLE CREEK, MICH., April 6, 1890.

Editor Woman's Department:

I have often remarked there being nothing in the *Magazine* from Calhoun Lodge, but for myself have never felt competent to write. But the letter from "Kicker," I think, has stirred every right minded woman to defend her own. I feel certain many will join with me in saying shame! shame! to think there is such a man in the ranks of the B. of L. F. All honor to Mr. Debs! I trust there will be honest men "at the convention," so "Kicker's" "influence" will not harm him in the least. As for "spoiling" his wife, after living with the man he pictures himself to be, he has little to fear. One can see how refined he must be, when he made that insulting offer to his wife. Poor woman, could she have seen what was before her, I doubt not but that she would have donned the garment, and I trust would have had as much good influence in the world as he who wears it and calls himself a MAN. Poor man, he sighs for his mother's time, and don't seem to realize this is a progressive age. It is time woman was sustained and respected. There are many places that require a woman's hand besides washing overclothes and minding children. Though Mr. Cleveland was defeated, and the Johnstown floods came, he is the first one to lay it to a woman's work. If I remember, we don't vote yet; but if we ever do, I think there are ladies in the land capable of filling the offices as well as men. And if God gives them the talent, why not use it for good, and all the adobe the "Kicker" can make will not keep them down. Shame on him for speaking so lightly of virtue and honor! How dare a married man mention such a thing as flirting! I don't wonder railroad men are looked down on by so many outside of the work, if such men as he speak for them. For the shortcomings of one, all must suffer.

My husband is a fireman, and works hard, but I know he finds his comfort in his home and baby; and we have no "maunaging," either. But he is a gentleman, and I know he is respected, for he respects himself and his own. When you think of what the "Kicker" upholds, he is no fit member for society, and is a slur on the Order he belongs to and a disgrace to the family who cling to him. My letter is too long, but I shall never feel she did not resent the gross insult offered her mothers, wives and sisters.

"Rory."

BLOOMINGTON, ILL., May 27, 1890.

Editor Woman's Department:

As I have been a constant reader of your *Magazine* for the past few years, and have never seen anything concerning Blooming Lodge No. 40, I feel it my duty to give you a brief synopsis of it.

The Lodge is worthy of attention. Its members are all trustworthy and jolly and a "good looking" class. I am personally acquainted with a great many of our Evergreen City Railroaders, and find them very sociable, especially the firemen.

Our city is prospering in beauty and improvements, as well as the B. of L. F. Lodge. I think some of the firemen's sisters or wives ought to appreciate it and let them know they are not at the end. Wishing the brightest success for the firemen of the B. of L. F. No. 40, I remain,

A late firemen's sister,
Josie Baum.

BRAINERD, MINN., May 7, 1890.

Editor Woman's Department:

Who is this Mr. Kicker, of Stevens Point? Is he a man or a brute? Did he ever have a mother, or did he "just grow"? He says he had a mother! Take it for granted that he did, he surely is a brute by nature. I have seen quite a few that I think would do to "bum" with him, to loaf on the corner and insult ladies as they pass.

Now, to you, Mr. Kicker, you have entered, or at least placed yourself open to that wide scope of criticism: I would advise you to take your medicine like a man, or at least like that great "Lord of Creation" that you profess to be.

Mr. Debs is not going to abolish the "Woman's Department," nor is he going to be bounced from his position, for no reason except the "kicks" from such a chronic as you. Women running his *Magazine*? What a large scope of knowledge you have anyway. You are mad at our genial editor because he allows our sisters, sweethearts and wives to express themselves through the columns of our esteemed *Magazine*. You must have been born on a canal boat, and have been raised there, and from your talk we believe that it has not been many moons ago since you quit working at your trade, i. e. mule punching.

You have your *Magazine* sent to the roundhouse, so that your your wife will not be "spoiled" by reading it; too bad about you, you poor fool! Do you not know that you are robbing those at home of something they prize? But a man that is such a "home tyrant" (and we suppose, a "street angel") as you, is not supposed to contribute to the amusement of those who should make our lives here below a heaven.

You don't need managing. No, I should not think you did. Managing is not the word that should be used in your case; clubbing would be more appropriate.

You never saw a woman that was your equal. You must be blind. Why, say, Mr. Kicker, only last week I went fishing; I took some little worms with me—you may not realize what kind I mean, but have reference to those used for baiting a fishhook—and do you know I think those very same worms were far more than your equal. You may not believe me, so ask any reader of this department, and see if they do not corroborate my ideas.

Several years ago, I thought all the fools were dead, but I was sadly deceived. A man supposed to have enough intelligence to be of any service on an engine, comparing the days of his mother's girlhood to the enlightened days of the present, is simply absurd. In your mother's days they didn't have clubs. Are you aware that there are quite a number of things that they did not have in your mother's days, but which we now possess? For instance, probably there were not very many men like yourself alive in her days, and numerous other things, Mr. Kicker, numerous others.

Yes, I imagine we do give women too many privileges. But, Mr. Kicker, if women were as silly as you wish them to be, what would become of the poor world of ours? Why it would dwindle down to nothing, and most likely would be equal to the inconceivable emptiness of your poor, dilapidated ill-used head.

You will work against Mr. Debs at the next convention? Has it ever entered that "dome" of emptiness of yours, who and what Mr. Debs is? I would not take him more than five minutes to shut your mouth so tight that you would think you had been dumb for the past twenty years.

You think "we" need a little amusement or might go crazy. You surely have had but very little amusement in your day. And of course you need no pleasure whatever. She is simply too drudge, your slave; created for no other purpose than to do your bidding as would your little spaniel pup. Yes, Mr. Kicker, leave her to the drudge and the children and you go down town with the boys and never give a thought to home and your wife; it is the way a man (C) should live.

Now, Mr. Kicker, I will leave you to the rest of the readers of the *Magazine*. S. A. P.

THREE RECIPES FOR PLAIN CAKE.

Ingredients—Four eggs, one-half pound of white sugar, the grated rind and juice of two lemons, one-quarter pound of flour.

Ingredients—One cup of sugar, one-half cup of butter, one-half cup of sweet milk, two cups of flour, three eggs, one teaspoonful of soda and one of tartar, or three teaspoonfuls of baking powder.

Ingredients—Five ounces of butter, one-half pound of sugar, one pound of flour, one large cup of milk, one teaspoonful of soda, two teaspoonfuls of cream of tartar.

Either of these recipes makes a good plain cake.

"Emma"

FRIENDSHIP.

CLINTON, IA., June 3, 1890.

Very few people ever stop to think how much the word friendship implies. Love seems to be pretty well understood and generally appreciated and reciprocated, but friendship—ah me, there is very little of that now.

I doubt if a good, true friend would be appreciated. We are not living in the days of Damon and Pythias. A man would not be quite so safe in pledging his life for the reappearance of a fellow being as was Damon.

In those days it might appropriately be said, "Friendship is Love without wings." Now friendship as well as love gracefully spreads its wings and flies away without even a regret. I sometimes think with the hermit that said, "Bah! there is no such thing as friendship."

We think we have friends in great numbers. In adversity we look around and wonder if some unknown, something has swept away all human beings save our self, when lo, we see some one coming; yes, they wish to know if there is anything they can do, trembling for fear there will be. It does not always take money to show friendship. Don't be afraid your pocket book will suffer if you approach a friend in distress.

We would not be censured so much for faithlessness if we did not claim to be a friend to every one we meet and become acquainted with.

It is evident that we cannot be a friend to everybody; therefore let us not claim to be everybody's friend.
K. B.

AMIGARI, April 7, 1890.

Editor Woman's Department:

The *Magazine* for April has just arrived. I am very much interested in this department. It is the only part I read in it. My husband is a member of Charity Lodge, No. 5, B. of L. F., but I do not know if the Lodge is in good order or no. I think that is not for us to know. Now, about how to manage a husband. If men find their wives at home and a hot meal ready for them when they come in from their trip, and a neat wife and clean children, and a tidy home, there will be no fear but that they will come in smiling. As for liquor, it is best let alone, especially when they are in so much danger.

I see a request for taffy. I like it, also. A little taffy goes good, sometimes. This is how I make mine: One cup of molasses, one cup of brown sugar, a piece of butter the size of an egg, and a tablespoon of vinegar. Boil, and when you think it has boiled enough, try it by pouring some into a cup of cold water, and if it hardens it is done.

I have lots of good recipes that are nice for the lunch cans, if you would like them. The lady that wants the taffy recipe says she has a nice pudding recipe. If she will send it I will send mine, as we like pudding better than pie at home, and I am always glad of a new one. I remain, an engineer's wife.
Mrs. Black.

WINNIPEG, MANITOBA, April 1, 1890.

Editor Woman's Department:

My husband has been taking the *Firemen's Magazine* since New Years, and although I have been greatly interested in the Woman's Department I had not the slightest desire to contribute to its columns until I saw the venomous attack in the April number, which "Kicker" made on the ladies. At first I thought of treating his effusion with the contempt it deserved but on further consideration concluded it would be very unwomanly to allow our good name to be vilified in such a manner and not make an attempt to defend it.

As for managing my husband I don't do it, I manage my house, children, and myself instead, and he stays home nights and does all the other virtuous things which "Kicker" attributes to "fools" and yet he does not consider I "run him" and neither do I. I am pleased that "Kicker" should put himself in his proper place among the inferior animals when he says, "It would make a dog laugh." I have often laughed. No one worthy of the name of man

would first trample on woman's rights in his own home and then proudly boast of it afterwards.

The sentence in which "Kicker" refers to the calamities which he ascribes as the result of women having too many privileges, we consider altogether beneath our notice, also what he says in reference to flirting. Of course we are aware, and are ashamed of the fact, that there are some women who do flirt but I decline to acknowledge them even as passing acquaintances, as a woman who has no more respect for her own good name than to leave it open to censure cannot expect others to bring themselves down to her level.

As for believing all that is told us, let me assure you, sir, that you hit very far wide of the mark for we don't even believe in you being what you represent yourself—a tyrant by nature—a "dog" that laughs at the exalted work of woman—but we believe that you have merely written your letter for the sake of provocation. In conclusion allow me to tell you that if God had not intended there to be an equality between man and woman he would not have taken Adam's rib with which to form Eve.

"She was not taken out of his feet, sir,

By man to be trampled upon,

Neither was she taken out of his head, sir,

To reign and to rule over man,"

"But she was taken out of his side sir

His helpmate and partner to be," etc.

A Fireman's Wife.

[We hope you will repeat your call.—Ed.]

CONNEAUT, OHIO, April 7, 1890.

Editor Woman's Department:

Your welcome *Magazine* was received some few days ago and I have been bottling up my wrath every day since, and now I have concluded to draw the cork and air my eloquence on the "kicker." I think when he went to work for a railroad company he missed his vocation. He should have been a slave driver and have a negro girl for his wife but still I think she would be too good for him. I do not believe in a woman *bossing* a man, for I think that a man who will be bossed by a woman is not deserving the name of man; but I would really like the chance of managing the "kicker. I think he would change his sentiments towards the ladies before I was through with his case. I think precisely as he does about any woman being his equal. I do not think there ever was his equal (in meanness). He says some of them put on airs and belong to clubs and societies and it makes a dog laugh, and then he says, "I have often laughed." There must be some dog about him. I did not have the slightest idea what caused the gripe until I read "Kicker's" letter, and it seems it was the result of Cleveland's defeat, and the Johnstown flood too, followed as a natural consequence. At least that is what he says. I was not aware that we were of so much importance. I would advise Mr. Debs to heed his warning because if he works against him at the convention I am afraid he would be defeated! One man's opinion (and such a man as he is) amounts to so much!

As to his flirting, I would brand him on the face "married," if I were his wife. I do not care if my husband flirts as he passes along the road, but I would object pretty strongly if he should take ladies to places of amusement at the other end of the road. But I know that he does not, and I know from experience that a true woman when married does not think of flirting with other men. As to managing my husband I will not say much for my letter is already too long. I have all the money and pay the bills and when he wants any money he knows where it is and he takes what he wants. I can coax him to almost anything but I could not drive him. We are both of us a little high strung and I sometimes think that we need some one to manage both of us. But if we would all of us abide by the golden rule I would have no trouble in managing him if he isn't a "kicker." If this is acceptable I will write again and give some good recipes. My husband is a B. of L. F. man but he is an engineer.

Yours,

Mrs. Jack S.

Troy, N. Y., April 5, 1890.

Editor Woman's Department:

My husband has often asked me why I did not write something for the *Magazine*. I have said I would, but somehow the time has slipped by, but now, on this beautiful Saturday evening, while I am waiting for him to come home from his work, I'll make the attempt.

I will not say much about the way I manage my husband, except that I try to be as loving and cheerful as possible, and when I see he is tired and a little out of sorts I try and think of some lively bit of news for him, or some little act of kindness for him, and moreover, to be *patient* and not have too much to say. He has told me that my not noticing every little thing and my patience had helped him many a time; that if I had been "cranky," too, he should not have quite the same feeling for me that he has. We must remember that a "soft answer turneth away wrath."

I wish there were more household hints given in letters from the sisters, for many, who, like me, are young in married life and the duties of housekeeping, would appreciate them I assure you.

I have a recipe for corn bread, which I think some one will like.

CORN BREAD.—One and a half cups of sour milk, one cup Indian meal, two cups flour, one egg, one-half cup sugar, one tablespoon of soda dissolved in one tablespoon of hot water, a little salt and two tablespoons of butter.

TAPIOC PUFFING.—Four tablespoonful Tapioca soaked over night, one cup sugar, one teaspoon laundry starch, yolks of four eggs, a little salt, one quart milk, flavor to taste. Beat the whites of eggs for frosting. Boil altogether, except whites of eggs, until thick enough, then pour into a dish and drop the frosting in large spoonfuls, to look like icebergs.

LEMON EXTRACT (very nice).—Pare a lemon as thin as you can, add two-thirds cup of alcohol, let stand until rind is hard, then pour off and reduce with water.

ORANGE PUDDING.—One pint milk, let come to a boil; one and one-half tablespoonfuls corn starch, one-half cup sugar, yolks three eggs, let it boil a few minutes, then set away to cool, then pour over three oranges, cut up fine in a dish, and spread the beaten whites for frosting.

Taking two holders and fasten about one and one-half yards of tape or braid to them, then slip over the belt of the apron, is very convenient on baking days, for then you know where your holders are every time. Try it once.

I think I've given enough hints for this time, and if this is approved of I will send more sometime, which shall be useful and ornamental. With best wishes for the Firemen and their *Magazine*, I subscribe myself
A Fireman's Wife.

[The Woman's Department is very glad of these domestic letters. Our Department, to be interesting, must have variety. — Ed.]

TORONTO JUNCTION, ONT., May 5, 1890.

Editor Woman's Department:

I have long desired to write a few of my opinions for this department, but fear of the waste basket withheld me until I read Kicker's letter; then my indignation overcame my fear, and I am forced to express my opinion of "him." I was about to say "this man," but when I recall the words he uses in speaking of women, I feel sure that all true men will agree with me, when I say he is not worthy the name of man. I can assure him that in a few years, when women have more power in the government of our land than they have at present, there will be few such vulgar bores as he on earth. No wonder he lacks in intellect, when his mother's life consisted of the dull monotonous work he describes. Let him compare the son of a woman who, as he says, "puts on airs and quotes poetry and politics" with himself, and note the superiority of the former, and why?—simply because that mother cultivated her mind as it is the duty of every woman to do. I do not mean to assert that women should occupy all their time in cultivating the mind. But to

all women, and especially to married women! say "Don't let your intellect get rusty if you want to retain your husband's love." I have seen bright, happy girls before marriage, who a few years after have the appearance of a dull dowdy. They apparently become so deeply interested in house and home work that they forget their duty to society and themselves, and then they wonder why their husbands do not admire them as much as before they married. They read so little and associate with the world so little that it is quite impossible for them to carry on a conversation on any topic.

My dear women, let me advise you not to put your nose to the grind stone in this style. If you have a good husband (and if you have not you should not have made such a mistake as to take him) and keep a clean house and good fare, you have something to be proud of. Then hold your head up; be assured if you lose conceit in yourself your husband will do so too. Study as much as you can. Don't neglect social and religious duties. Be a kindness to some one, whenever you can, and you will be happier yourself and give greater happiness to all whom you meet. And your good man can not fail to admire and love you. The man who possesses such a treasure as "One Who Is Not Ashamed Of Work," is certainly thrice blessed. How any woman can accomplish so much is a mystery to me. I presume she is an American and that may account for it. I am not married and am not quite an old maid but can keep house and keep it well, too. But I never attempt any excesses. Regarding the management of a husband, I have not much to say. When girls thoroughly realize the fact that they must learn to keep house, and cease to marry for aught but love, then husbands will require less management.

One who is interested in the *Firemen's Magazine*
Sara Shearer.

FT. WORTH, TEX., March 30, 1890.

Editor Woman's Department:

As the April *Magazine* is at hand and I am doing my day's work I will pen these few lines to you. I am a constant reader of the valuable *Magazine*, and think there are many good selections, and I admire shandy Maguire's and Mrs. Bloom's poems very much. And I agree with the ladies as how to manage a husband. We can do more with kind words than cross ones. If they come home cross be kind to them, do not speak cross in return. If we had to be up nights as they do we would be the same way. But be loving and kind and if he has any heart at all you can overcome his cross ways. Do not be angry at him when he is going out on the road. Always say good-bye in a kind way, and be at home when he comes in and have something for him to eat, if it is cold it is not so bad as to have nothing at all. I do all my shopping and going when my husband is out so I can have more time to spend with him when he is in, for it gives me much pleasure to have a nice talk after his long, weary trip. I hope that the Woman's Department will hold its own and continue as it is my favorite spot in the *Magazine*. The boys & No. 83 are doing well and are made of the right material and are good, kind-hearted fellows. With best wishes to Mrs. Harper, and success to the *Magazine*.
Noma

SIOUX CITY, IOWA, May 14, 1890.

Editor of Woman's Department:

Having just received the *Firemen's Magazine* with its pages full of interesting and entertaining news from poetry down to prose, I cannot but admire the style in which it is edited. From the contribution given by the sisters I guess they are all in a flourishing state of health and I suppose the brothers are a fine lot too. But isn't it provoking when a naughty Fireman with hands of black, daubs a pretty girl's face all over and disarranges her nice curls? Well I suppose they think it lots of fun, and in one sense it is, but when you come to take it off it is altogether different. But you forgive them just in the old, sweet way. Before I retire I would advise the Fireboys to be always jolly and don't give a continental whether their best girl likes their jollifications or not. Wishing every blessing to the B. of L. F. and health to the editor, I remain
Constance.

JACKSON, MICH., March 18, 1890.

Editor Woman's Department:

Each time the *Magazine* has found its way here I have felt a great desire to write to it, as I would an old friend, and when the impulse was over my ideas seemed so vacant that I did not want them on my friend's pages.

I have been interested in reading the different ways of managing a husband. It has been three years since I landed at the port of Fate and embarked in that apparently strong, but very uncertain ship of Matrimony, and since then—well, there have been no storms and the current has carried us along so swiftly that I haven't had time to find out whether I manage my husband or he manages me. I have a suspicion it is the latter. But reins of confidence are held lightly and I am satisfied.

I don't think any woman can always keep a smiling countenance. Even Nature, that grand-mother of us all, has spells when her face is dimmed by tears and clouded in mist. We can try, and happy are those who succeed. I try, I try my best. But when I am smarting with pain from having come in contact with the stove, and have my husband say in that never-to-be-forgotten way, "Didn't you know it was hot?" my temper boils up like a glass of Fourth of July soda water. Of course it settles down presently, usually about as flat.

One word about the *Magazine*. I think it is improving. I hope that friends of it living in Mexico and other far away places, will write more to us of those distant lands we may never see, and if we do we may feel as though we would meet friends among those mud houses.

I hope that "Kicker's" throat is not sore from laughing at woman's doings. Such communications are like a dose of quinine, bitter, but strengthening.

With good wishes to all, I will close. *Prue.*

[Call again.—Ed.]

MEMPHIS, TENN., April 1, 1890.

Editor Woman's Department:

I have been a constant reader of the *Magazine* for two and one-half years, but have never contributed anything to this department.

How to manage a husband: In the first place do not get one that changes with the wind. Always welcome him home with kind and pleasant words, and it will be returned. I always try to make our little home look bright and cheerful, clean and tidy. A husband will always appreciate such a home.

But such a husband as "Kicker," on page 316 of April *Magazine*, is not worthy of being called a brother much less a husband. Any man who would say his wife is not his equal should be classed lower than the lowest beast. My hubby thinks I can manage the month's wages as well as he can.

I do my own work and would be glad to get any information from the ladies on housekeeping, cooking or fancy work, as I have plenty of idle time.

To Sister Flo.: White Cake Recipe—one half cup of butter, one and one-half cups sugar, whites of four eggs, one-half cup milk or water, two and one-half cups of flour, two and one-half teaspoonfuls of baking powder. Cream for cake: one and one-half pints boiling water, two yolks, two tablespoonfuls sugar, flour to thicken, flavor with vanilla. Spread between layers. This is an excellent cheap cake. I am like the other sisters, I watch the pennies.

With the very best wishes for the Woman's Department, and B. of L. F. *Annie.*

LOUISVILLE, KY., May 21, 1890.

Editor Woman's Department:

I wrote once before and would have continued writing, but for the death of our well beloved and only child, our little Ruby. When I read the Kicker's letter I laid my grief aside and girded up my loins and armed cap a pie. I am ready to do battle. If I were judge and that abject, vile imitation of man, was to be brought before the bar of justice, I would either sentence him to the work-house or the lunatic asylum, most likely the latter place, for I don't think a sane man and probably a man with a noble, loving wife could be guilty of such offending trash. I think the firemen should search him out

and scratch his name from the books. Firemen generally treat their family well, and I would like for Mr. Kicker to appear in person and repeat his filthy railings to our protectors and in all probability he would go back to Kickerville a sadder and wiser "varmint." I have seen asses before now kick out of the traces and that may be the fate of our cowardly acrobat yet before he gets over his assault on the Woman's Department. I cannot help thinking that it is some envious outsider that has broken through our ranks, for it seems absurd that any one who has taken the oath of the glorious Brotherhood would be guilty of such vileness. So full am I of indignation that words are inadequate to express my loathing for such a contemptible reptile. Now, sisters, one and all, rally 'round the flag and make him rue the day that his stupidity ever caused him to cast such a bomb shell in our midst. I will close crying: "Out with the skunk! before his putrid essence pervades our midst and contaminates our sacred fold."

A Fireman's Wife.

NEW ORLEANS, April 18, 1890.

Editor Woman's Department:

I am a constant reader of the *Magazine* and more especially the Woman's Department. I agree with Mrs. L. H. in favor of a query column, also, I think a "Cooking Receipt" column would be very beneficial to our readers. I would like very much to take the "Housekeeper" published in Minneapolis, if I knew the proper address.

Here is a recipe for a good white cake for Flo. One cupful butter, three cupfuls sugar, one pint flour, one and one-half teaspoonfuls baking powder, whites of six eggs, one cupful milk, twenty drops of extract of bitter almonds. Rub butter and sugar to white, light cream; add the six whites whipped to dry froth, the flour sifted with the powder, the milk and extract, mix together thoroughly but carefully, and bake in jelly cake tins in a quick oven fifteen minutes; then arrange in layers with white icing and grated cocoanut mixed in the proportion of two cupfuls of the former to one of the latter.

Shandy Maguire's and Mrs. H. B. Jones' poems are very interesting. I would not like to give my opinion of "Kicker," for I am afraid I might be too hard on him, but I will say this, that I am sure that he is a kicker both by name and nature. I will come again if I am welcome.

A Fireman's Wife, Marigold.

[Address, Editor *Housekeeper*, Minneapolis, Minn., for particulars.—Ed.]

THE ART OF CONVERSATION.

"Speak little and well, if you wish to be considered as possessing merit." Who does not want others to think of him, as possessing those accomplishments which adorn any character and help to make it beautiful, and one of those accomplishments is, certainly, the art of conversation.

Every one, no matter if he does take pride in saying that he does not care for the opinion of others, down in the innermost recesses of his heart does crave the respect and admiration of all, especially of those whom he loves.

Conversation does not consist merely of talking.

"Words learned by rote a parrot may rehearse. But talking is not always to converse; Not more distinct from harmony divine, The constant creaking of a country sign."

In conversation we want to be able to express our own conception of things in the best and clearest language, draw out the ideas of others, and refrain from saying those things which might offend or in any way wound our friends.

We also ought to be able to converse on more than a few subjects, as the weather, the condition of the crops, or the health of the family. Nor do we wish to weary those with whom we are conversing with long tedious accounts of some of our remote ancestry.

Let us also refrain from talking about ourselves; "the extreme pleasure we take in talking of our-

selves should make us fear we give very little to those who listen to us." May we not read, and thus keep ourselves informed of the interesting events transpiring at all times, through the works of our best authors, and in this way be able to converse in an intelligent and entertaining manner.

One important part in the art of which I speak, is to be a good listener, and almost as much tact is required to listen well, as to be a good conversationalist. In conversing with our friends let us be entertaining and if possible vivacious.

Steele says, "Beauty is never so lovely as when adorned with the smile, and conversation never sits easier upon us than when we now and then discharge ourselves in a symphony of laughter, which may not improperly be called the chorus of conversation."

Rose Stevens.

KEOKUK, IOWA.

ARGENTA, ARK., May 18th, 1890.

Editor Woman's Department:

As it is Sunday, and I have nothing to do, I will try and write a few lines to our welcome *Magazine*.

I wish some one from Rose City Lodge, No. 45, Little Rock, Ark., would write and let the Three Branch Boys, No. 304, know how they are getting along, and why don't some of our firemen's wives write, and don't ever be ashamed to say "I am a fireman's wife," for they are good, noble men.

If any of them want to get my "Dutch" up, just let them say anything about a railroad man, for I am a railroad man's wife, and I am glad of it.

I see in the March number page 224, a piece entitled "The best way to manage a husband." I will tell you how I manage mine. Well, if my husband asks me to lend him the pocket book, I always lend it, and if he says "My Love, may I go up town or to the shop," I always say yes, and I am sure he will not stay long. For I once heard my Love tell a friend of mine, that if a woman wanted to manage him she would have to rule with kindness. So you see if you are good and kind to your husband, when he is away or up at the shop or some place where he ought not to be, he will get ashamed of himself and come home. And another thing: if your husband tells of some fun or of something that he has done or said, you ought not to get mad and swell up and blow off about it, for it does not do any good you know. So I think if any are having a hard time managing their husband, if they will only try this prescription, it will work like a charm.

Your true Friend,

Jessie Constance.

P. S. What has become of Dr. L. A. Wilson? Please let us know for we are afraid that he has been carried away with horse power or steam.

SANBORN, IA., May 15, 1890.

Editor Woman's Department:

I am only a little girl of 10 years, and as this is my first experience in writing any kind, except friendship letters, you must not expect it to be very good. My home is in Sioux City and I am visiting my uncle in Sanborn, Mr. Emmett Wentworth. He is master of Ferguson Lodge, number 190, Mitchell, South Dak., and as he takes the *Magazine* I get to read it. I hope my letter is not so tedious as to be a waste basket victim, I remain a little friend of the B. of L. F.

Maud Hall.

MONTREAL, April 17, 1890.

Editor Woman's Department:

The boys of St. Lawrence Lodge, No. 15, of the Brotherhood of Locomotive Firemen, gave their many friends a complimentary social and dance at Point St. Charles on Monday, April 14th. They had a fine evening and the entertainment was a pronounced success in every respect. With best wishes for the B. of L. F.,

I remain, a Fireman's Wife,
E. S.

The late principal of the normal department of Howard University, Martha Briggs, a colored lady, was universally loved and respected as a woman and an educator. Rev. Dr. Shippen, in a eulogistic sermon the Sunday after her death, coupled her memory with that of John Bright.

EDUCATION.

Miss Kate Bogle, of Lincoln County, Kentucky has recently been elected superintendent of public schools.

Mary A. Greene, of Boston, will give a supplementary course to that of Mr. Hemenway on "Law," at Lasell Seminary. She will specially treat of women under the law.

Here she is again! A young lady stands first in the competition for the six \$900 scholarships at Cornell University. What's the matter with the young men of this day and generation?

Mrs. Belle Ball, a talented Kansas writer, who was for a year or more the literary editor of the *Kansas City Times*, is now with the *Kansas City Star* and holds a responsible position on the editorial staff.

Mrs. Helen Campbell has accepted an invitation from the Chautauqua managers to lecture in that course for 1890, and will give a series of lectures on "Social Economics and Women," beginning the 1st of August.

Mrs. Elisha Jones has given \$10,000 to Michigan University for the endowment of a classical fellowship for girls. It is intended by her as a memorial of her husband, who gave a large portion of his life to the University.

The Association of Collegiate Alumnae has now 1,070 members. They are distributed among thirty-five States of the Union, as well as England, France, Germany, Russia, China, and Japan. Verily the college girl is abroad in the land, and will soon be abroad in all lands.

INDUSTRIES.

The sphere of woman continues to enlarge. The latest evidence comes from Connecticut, where a young woman has just been given a license as a dispensing druggist. It deserves to be added that she not only got her license, but passed the best examination that has yet been had before the examining board. *Boston Herald*.

Light is thrown upon the temptation to crime in great cities by the fact that in Chicago we have women who make twelve shirts for seventy-five cents and furnish their own thread, women who "fish off" a costly cloak for four cents; children that work twelve hours a day for a dollar a week. "All that good should be so dear and flesh and blood so cheap."—*Frances E. Willard*.

The daughter of the late Dr. Bliss, the famous physician who was the medical adviser of several presidents, and whose name has been a household word in the capital for forty years, is one of the rising physicians of the city, says a Washington letter. Dr. Clara Bliss-Hinds is not only winning popularity in Washington as a practicing physician, but is becoming famous throughout the country as an advocate of woman's life insurance, and of the systematic collection of statistics bearing upon the birth and death of the human race.

Terence V. Powderly, at a mass reception given him recently by the Chicago Knights of Labor, advocated woman suffrage in his address, and was warmly applauded by his five thousand hearers. He also advocated equal pay for equal work. Mr. Powderly said: "The Knights of Labor did not invite women to join them to make their gatherings pleasant, or from courtesy toward the sex, but we thought them toiling outside during the day, and we thought they ought to have a chance to work out their salvation inside—for we are women's rights men. We asked them in to work side by side with us, so bravely have they fulfilled our expectations that I have wished all our men were women. To-day machinery places man and woman side by side, work where formerly man stood alone, but her compensation does not rise to the level of his. We believe in equal pay for equal work. More power to machinery will open up more employments for women, and unless you recognize them, they will do the world's work—and you will walk the streets a job."

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

THE O. R. C.

The 22d Annual Convention of the Order Held in the City of Rochester, N. Y., May, 1890.

AMAZING GROWTH OF THE PROTECTION IDEA IN THE RANK AND FILE, AND THE ANTI-PROTECTION PROVISION OF THE LAW ELIMINATED BY A VOTE OF 214 TO 66.

The 22d convention of the Order of Railway Conductors convened in the city of Rochester, N. Y., in the month of May. Two hundred and eighty delegates responded to roll-call, and the convention proceeded to business. It was by all odds the most important convention in the history of the Order. It is well understood that the O. R. C., from the first, has been a *non-striking* and, therefore, a *non-protective* order.

During the few years past the Order has been somewhat agitated over the *strike* or the *protection* question. It was founded twenty-two years ago upon the principle that *moral* suasion could bring about any desired remedy for any wrongs which employers might inflict upon the members of the Order. The Order placed a high estimate upon the conscience of corporations. It believed that corporations had souls; that corporation ideas of justice to employees were so sublimated that it was only necessary to point out a wrong to have it promptly dethroned and the right set in its place.

The work of education in that direction had been going forward for twenty-two years, and railroad corporations understood that under no conceivable circumstances would the O. R. C. strike. In its organization there was neither striking, kicking, protesting, nor protection machinery. The Order was committed to the theory to take what it could get and keep silent.

As the years went by, conductors, members of the Order had their wages reduced, and were silent; they were required to scab, and were silent; spotters were put upon their track, and they were silent; they were unceremoniously discharged with

smirched reputations, without a chance to defend themselves, and still they were silent. It was useless to appeal to the Order. It had no voice; it was dumb. It was organized paralysis; it could neither kick nor strike. It was without sand in its craw, and was as spineless as a fish-worm, and still the wrongs went forward and multiplied, and still the great Order of Conductors was silent as a tombstone and as inert as a clod.

Education in the wrong direction had done its perfect work. It had educated its members to kiss the rod that smote them and lick the boots that kicked them, and say nothing.

Outsiders looked on in bewilderment. They knew thousands of conductors who were self-reliant and self-respecting men, as independent and as courageous as any other men, and they wondered why it was that such men would submit to indignities that other men resented.

In this case surface indications were not reliable; they did not indicate what was going on beneath the surface. Conductors, members of the the O. R. C., were aroused to their condition, and they were discussing the subject of protection. They were formulating plans for ridding themselves of an odious law, and for coming into line with other organizations which did protect their members.

The growth of the protection idea in the rank and file of the O. R. C. speaks trumpet-toned for the right, for the ultimate triumph of the right, for truth and for justice.

The first thing in order was to get rid of the *anti-strike* provision in the constitution, the organic law of the Order, which had been in it for twenty-two years—no easy task.

At the convention held in the city of Denver in 1889, only *nine* votes could be mustered in opposition to the *anti-strike* provision of the Order. Behold one year later, when, at the convention at Rochester, 214 votes are recorded to eliminate the anti-strike clause, and only 66 to retain it—an overwhelming majority of nearly *four* to *one*.

A more splendid triumph for correct ideas has not occurred during the century. It is full of hope for men who understand their rights and dare maintain them. It is a victory of wonderful possibilities; a revolution of the most cheering significance. In this connection our readers will be interested in the following document, prepared and given to the press by William P. Daniels, Grand Secretary and Treasurer of the Order. It is a novelty in its way, and shows the dilemma of the O. R. C.:

To the Editor of the *Morning Herald* :

In consequence of the many exaggerated and false reports that have been published since the opening of the 22d grand division of the Order of Railway

Conductors. I have decided to request you to publish for us a brief statement of the actual facts in regard to our action here.

I do not wish to be understood as censuring or reflecting upon the newspapers of Rochester in the slightest degree, as I fully realize the fact that they have simply published information that has been given them by interested parties.

The statement openly made and sent broadcast over the United States that the Order of Railway Conductors has become a striking organization is absolutely false. They have merely taken from their laws a clause by which members were obligated not to engage in any strike of railway employees. They have put nothing in place of it and will not do so, the intent being to maintain a position that will leave each and every individual member free to do exactly as he chooses, and to exercise his inalienable rights as an American citizen.

It is an absolute fact that can be proved by indisputable evidence, if necessary, that some of those members who are now accusing the Order of Railway Conductors of having resolved itself into a strike organization have, within the very recent past, publicly announced themselves as in favor of the very action that has been taken.

There has been no change in the principles of the Order of Railway Conductors, the assertion of members to the contrary notwithstanding, and it certainly appears to the writer, as well as to many others, that the statements made by some of these members is for the two-fold purpose of gaining for themselves personal advantages in certain quarters and to injure the Order of Railway Conductors all that they possibly can, by endeavoring to make the public and railway companies believe that the Order has placed itself in a position of antagonism, not only to the corporations in whose employment its members are, but also to the best interests of the general public.

It is also a noticeable fact that all of the information given to the newspapers has been directly in this line. The withdrawal of Mr. Chittenden was hardly an accomplished fact before it was published in the daily papers; the remarks of Mr. Wheaton declining the nomination as Grand Chief Conductor, on account of what he alleged to be a change in the principles of the Order of Railway Conductors, were hardly uttered before they were published in the daily papers; the two telegrams received yesterday, one to Mr. Ostrander and one from Mr. Chittenden, are both published this morning.

Had those who have acted with the majority during the entire session taken the same course with regard to giving the public information, matters would present an entirely different aspect. It has been openly asserted by some few of the members who declined to acquiesce in the action of a large majority, that they would use their best endeavors to make the Order of Railway Conductors a strike organization, or place it in the control, if possible, of the very few who perhaps desired to go to the extreme on the strike question. Let me ask the members and the public generally to suspend their verdict, and make their decision upon the acts and record of the Order of Railway Conductors, and not on *ex parte* statements and false accusations made by a few dissatisfied members, among them some whose ambition for place has been disappointed.

In regard to the extract from the New Haven News, published in the *Advertiser* of the 19th, which is also being spread broadcast over the United States by those same discontented members, such puerile nonsense is unworthy of any serious attention, and it is, perhaps, well for some of those whose cause Mr. Hermance espouses that it is so. For, if all of the facts were made known to the public, it would place some of these malcontents in a very unenviable position. The wholesale charge of perjury made by Mr. Hermance can, in my mind, only be likened to the one juryman who could not, by any means, influence the eleven ignorant and obstinate ones to join him in his opinions.

The position of the Order of Railway Conductors in regard to these members is exactly this: There is no desire or disposition to force any members out of the Order so long as they are willing to abide by its laws, and, in accordance with their obligations, yield cheerful compliance to the will of a lawfully con-

stituted majority. If, however, they cannot do this, we have no room for them. Due allowance will be made for the disappointment and ill feeling consequent upon defeat; but if, after a reasonable time, common sense and good-fellowship does not resume its sway with these men, they must leave the Order of Railway Conductors.

In regard to the surrender of the charter of Division 168, its charter has not yet been surrendered, and while it is quite likely that some of its members will withdraw, I am reliably informed that undue advantage is taken by those who follow the lead of Mr. Chittenden, its charter will not be surrendered.

Action has already been taken by the Grand Division to divine exactly the position of the Order, and authoritatively deny the absolutely false statements that have been given, either directly or indirectly, to the press of this city, by the adoption of the following resolution:

Resolved, That the Grand Chief Conductor be authorized and instructed by the Grand Division to furnish to the press the following statement and attest the same by his signature:

"While individual action of members of this Order is now in no way restricted, this organization is not on a strike basis, nor has any legislation in that direction been proposed. C. S. Wheaton, Grand Chief Conductor."

Yours very truly,

WILLIAM P. DANIELS

ROCHESTER, May 21, 1890.

It will be noticed that Mr. Daniels says that while the anti-strike clause of the laws of the Order is repealed, nothing has taken its place, and that now, while the members of the Order may *strike* if they choose, the "organization is not on a strike basis."

The discussion of such propositions is entirely foreign to our purpose. It is sufficient to say that many members of the Order, those who made up the sixty-six to preserve the anti-strike clause, believe the Order is on a strike basis, and because it is on that basis, many have withdrawn from the Order. And to make matters in that direction still more emphatic, we reproduce a Philadelphia telegram of June 1st, showing Austin Corbin's view of the subject:

PHILADELPHIA, June 1.—A rumor that the Philadelphia & Reading Railroad Company has ordered its conductors to withdraw from the Brotherhood of Conductors, or leave the employ of the company was confirmed to-day by Assistant Superintendent Bonzano. He said the action was resolved upon by the officials of the company after the convention of the Brotherhood of Conductors which met at Rochester, N. Y., May 15th. Previous to this convention the Brotherhood had an anti-strike clause in its constitution. At the convention that clause was repealed, and shortly afterwards notice was issued to conductors that they must leave the Brotherhood of the railroad service. Mr. Bonzano says they have promised to leave the Brotherhood, and some have already done so.

"We have had enough of labor organizations," said Mr. Bonzano. "All conductors, engineers, brakemen and firemen on the Reading Road are now non-union men. The unions are bad for the men and bad for the company."

The foregoing is conclusive. Bonzano Corbin's Italian bandit, declares unions are bad for the Philadelphia & Reading because it is a somewhat difficult matter to reduce union men to slaves, make them shave and button up their coats at the bidding of a boss.

Even before the convention adjourned those who believed that conductors ought

to submit to any treatment corporations might see proper to inflict, commenced withdrawing from the Order. Says the Rochester *Herald*:

One of the eastern delegates said last evening, in conversation with a representative of this paper, that the action of the convention in eliminating the non-striking clause would certainly result in the withdrawal of a large majority, if not all, of the New England, New Jersey and Pennsylvania divisions from the Order. "With the conductors on the Philadelphia & Reading who belong to the Order," said he, "there is but one alternative. They will be compelled either to leave the Order or quit the service of the company. This is the only organization ever tolerated on that road, and the company would not allow one of its employes to be connected with an organization in any way favorable to strikes. As soon as can be arranged, a conference of representatives of all divisions opposed to strikes will be held, and steps taken toward the formation of an organization similar in all respects to the present one, except upon this one question, concerning which we differ so radically from the majority. I say from the majority, but it is by no means certain that a majority of the rank and file is represented by the action of this convention. We have 2,000 members in New England who will unite with an organization formed on a strictly non-striking basis."

Manifestly, the O. R. C. has outlived its usefulness to its members. Fortunately for the courageous men of the Order, the Brotherhood of Railway Conductors stands ready to receive them, or, when another convention of the O. R. C. is held, something may take the place of the anti-striking clause which the Rochester convention eliminated from the laws of the Order, and then the O. R. C. may take a fresh start in the line of protection and progress. Certain it is that those who oppose progressive ideas are of little consequence, and can no more withstand the onward march of events than a school-boy's toy-boat could outride the rapids of Niagara.

OLD DOCUMENTS RELATING TO TROUBLES ON THE PHILADELPHIA & READING R. R.

A friend and an old railroad man who has taken special interest in the Philadelphia & Reading Railroad troubles beginning in 1887, and culminating in a strike and sweeping out of existence all labor organizations on the P. & R., sends us for publication these documents which are of special value to those who would preserve the history of an affair which, for individual and corporate baseness, is unparalleled in the railroad management of the country. The document bearing the earliest date is as follows:

RECEIVERS OF THE PHILADELPHIA & READING RAILROAD.

I am directed by MR. AUSTIN CORBIN, President, to issue the following notice to employes:

To such of our old employes as have stood manfully and faithfully by us, we feel obliged and thankful, and shall not forget them. But the time has now arrived when all our employes will be required to decide whether they expect to retain their places by reason of honest and faithful service and prompt obedience to the orders of the company that employs them and pays them, or by blind obedience to the direction of the Knights of Labor, through

which organization the leaders hope to coerce us into the employment of men who consider their first obedience due to that order.

The men who stand by us will have employment, with reasonable hours and good pay, as much as is paid by any other corporation of a similar character. Men who do not will never be allowed on the road again under any circumstances.

We have never objected to labor organizations and do not now. Every man shall be free to belong to one or not, as he pleases. But the leaders of such orders cannot and shall not dictate to this company as to whom it shall employ or how operate its property. Places that are left in obedience to the orders of the Knights of Labor shall be filled by new men, and such new men will be retained, and under no circumstances be discharged to make room for men who have left their places.

Hereafter we shall operate this property with employes who consider their first duty is to the company, and expect to obey reasonable orders made in the transaction of its business.

There has never been a moment when, under any circumstances, we would arbitrate any question growing out of this strike. There has been nothing to arbitrate. It is only a question as to whether the company shall be permitted to operate its own property—a property in which there is invested over \$200,000,000—or whether that property shall be controlled by the Knights of Labor.

It may as well be understood now, and from this time on, that any wheel that is turned on the Reading system will be turned under the orders of the management of the company, and under the orders of nobody else.

A. A. McLEOD,
General Manager.

DECEMBER 29, 1877.

It will be observed the complaint is made that the Knights of Labor, without an honest grievance, had brought about troubles on the P. & R., when, in fact, it was proved by witnesses summoned by the Congressional committee when investigating the troubles on the P. & R., that Corbin and his lieutenants brought about the troubles and forced the Knights of Labor to strike, the men having been the victims of Corbin's infamous policy.

The following document, issued over the signature of Austin Corbin, himself, is a labored effort to show that the P. & R. corporation acted always on the defensive, and was never actuated by any desire or purpose to interfere with labor organizations; when, in fact, the troubles to which he refers were brought about by him to destroy all labor organizations in any way connected with his operations. We give the full text of his letter, as follows:

THE PHILADELPHIA & READING RAILROAD COMPANY.
PANY.

General Office, 227 South Fourth Street,
PHILADELPHIA, January 21st, 1888.

In answer to the various communications from people along the line of our road, who are deeply interested in the operation of both the Railroad and Coal and Iron Companies, we beg to make the following statement:

In December certain carloads of merchandise arrived at Port Richmond, consigned to the Philadelphia Grain Elevator Company of this city. The employes of this Company at Port Richmond in charge of the switch engines, refused to transfer these cars to the Elevator Company, and gave as a reason that that Company did not employ Knights of Labor. They were immediately notified that with such a question this Company had nothing to do; that they were common carriers, and bound to receive and deliver freight to any person or Company that offered

it to us and paid for transportation. Notwithstanding this, they still refused to make the transfer, and an order was issued by the General Manager of this Company, of which the following is a copy:

PHILADELPHIA, PA., December 22d, 1887.
MR. I. A. SWEIGARD, General Superintendent, Philadelphia, Pa.

DEAR SIR:—I am informed that several carloads of flour, consigned to the Philadelphia Grain Elevator Company, are in our Port Richmond yard, and that some of our men have refused to move them. Give orders that the cars be moved, and, if the men refuse, discharge them immediately from the service of the Company.

(Signed) A. A. McLEOD, General Manager.

Five crews of men in succession were directed to move this freight, and upon their refusal, were discharged. Because of that action, the leaders of the Knights of Labor, or a portion of them, ordered all the employes of the Philadelphia & Reading Railroad Company, as they were pleased to denominate it, "on strike." They left the service of the Company with notice to it that they would not return unless the men discharged were re-instated. To this the management answered that the men discharged for disobedience of orders would never be re-instated, and this Company proceeded to fill the places left vacant by the voluntary withdrawal of the employes from its service, as fast as it could secure proper and competent men. Finally, on Saturday, the 24th day of December, the General Manager issued an order that the names of such employes as did not report for duty on the morning of Tuesday, the 27th day of December, would be stricken from the rolls, and their places filled by new men. That was done. The men who left the service of the Company had never made, and have never to this day made, any complaint that they were worked an unreasonable number of hours, that their wages were not fair wages for the work performed, or that in any single instance they had been treated otherwise than kindly by the management. Notwithstanding this, and that under the terms of their employment with the Company they were bound to render honest and faithful service, complying with all reasonable orders it might make in the regular transaction of its business, they violated every obligation of this character and, by their own act, cancelled any obligation there might have been on the part of the Company to retain them in its service. Over 2500 men voluntarily left our service. The same number of new and competent men presented themselves for service with the company. They were employed, and will be retained so long as they perform their duties faithfully.

We have never made any objection to labor organizations. In employing labor we have never asked the question whether an employe was a member of one or not. So long as men perform the duties they owe to this Company properly, we shall stand by them, whether they be union or non-union men. No man shall be ostracized on this road because he belongs to a labor organization, and no man will be ostracized because he does not. Our employes will be expected to render faithful service, and take orders from the management in relation to its business promptly, and without question. As long as they do this, they will retain its confidence and friendship; but any action hereafter, such as has been taken heretofore by employes, will merit and receive the same treatment. The trouble on the railroad is ended, and will never be opened again.

As to the miners' difficulty, I have to say this: On the 14th day of September, at the request of a Committee representing the miners, the Superintendent of the Coal and Iron Company, Mr. S. B. Whiting, met them, and at their request agreed upon an advance of wages of the miners for four months, commencing on the 1st of September, 1887, and ending on the 1st day of January, 1888. This agreement was reduced to writing. One copy was retained by the Committee, or Mr. Davis, Chairman, with the signature or initials of Mr. Whiting upon it. The original has the signature of John H. Davis, Chairman, upon it, and was left with Mr. Whiting, and is now in possession of the Company.

The agreement reads as follows:

MEMORANDUM OF AN AGREEMENT made at Pottsville, September 11th, 1887, between S. B. Whiting, General Manager of the Philadelphia & Reading Coal and

Iron Company, and John H. Davis, Chairman, and others, a joint committee representing the miners, laborers, and other employes of the Philadelphia & Reading Coal and Iron Company, now working under the \$2.50 basis.

The Philadelphia & Reading Coal and Iron Company are to raise the present schedule of basis prices for wages and contracts eight per cent. from September 1st, 1887, for four months, or until January 1st, 1888, and this agreement is to terminate January 1st, 1888. If a settlement was made with the other companies before that time, the Philadelphia & Reading Coal and Iron Company is to adopt whatever advance in basis rates agreed upon by all the other Companies, or in case no agreement is reached by January 1st, or the men return to work at former rates, then and in that case, the Philadelphia & Reading Coal and Iron Company are to return to the payment of the \$2.50 basis schedule prices as paid up to September 1st, 1887.

POTTSVILLE, PA., September 17th.

(Signed) JOHN H. DAVIS, Chairman Committee.

Under this agreement, the Reading Company proceeded to make payments during the four months strictly in accordance with the terms of the contract, and we paid the miners during those four months, in addition to the basis wages that had theretofore governed the settlement of their wages, the sum of \$241,906.49.

No contract, as it seems to me, could be plainer in its terms than that one, and, if a party to a contract can ever be expected to stand by its terms, we had right to expect that the miners would stand by their part of this agreement. About the 20th of December, however, a request was made upon the Company to state what it intended to do by the miners on the 1st day of January. An answer was furnished to them through Mr. Whiting, according to the instructions contained in the following letter, which was on the 22d day of December addressed to him as the basis of an answer to be made to the men:

MR. S. B. WHITING, General Superintendent, Pottsville, Pa.

PHILADELPHIA, PA., December 22d, 1887.

DEAR SIR:—By direction of the Receivers I am authorized to address you as follows:

In September last the Receivers made with the men the following contract:

"The Philadelphia & Reading Coal and Iron Company are to raise the present schedule of basis prices for wages, and contracts eight per cent. from September 1st, 1887, for four months, or until January 1st, 1888, and this agreement is to terminate January 1st, 1888. If a settlement is made with the other Companies before that time, the Philadelphia & Reading Coal and Iron Company is to adopt whatever advance in basis rates is agreed upon by all the other Companies, or in case no agreement is reached by January 1st, or the men return to work at the former rates, then, and in that case, the Philadelphia & Reading Coal and Iron Company are to return to the payment of the \$2.50 basis schedule of prices as paid up to September 1, 1887."

You are authorized to say to the men as follows: That as we have lived up to our part of the contract rigidly, and now we expect the men to live up to their part by continuing to work after January 1st, unless the Lehigh Valley miners should return before that time at an increased schedule of wages. That is what the men agreed to do, and we expect them to perform their part of the agreement as honestly as we have ours. At the same time we say to the men, that if they perform their part of the contract after the 1st day of January, we will at any time thereafter, if they desire it, take up the question again, and see if another and more satisfactory basis than the old one can be made between the men and the company. We are willing to say further that we will pay at all times as high wages as any other company and we have always been, and are now, in favor of paying good wages to our miners.

(Signed) A. A. McLEOD, General Manager. Notwithstanding the terms of the agreement, and of the notice given to them in this letter of the 22d of December, the miners refused to continue to work in the mines after the 1st of January, as the

had promised to do. I am informed that they did this for two reasons: 1st—because we would not re-instate the men who were discharged on the railroad; and 2d—because we would not continue the eight per cent. advance which we had, under this agreement, paid for the four months mentioned; and we are informed, that they would on no basis of wages have been willing to return to work, unless we had first re-instated the railroad men or arbitrated that question. As I have stated, that question is ended, and no matter in connection with that strike will ever be submitted to arbitration. As to the question of wages to be paid to miners, we have always paid, and have always been willing to pay, as high wages for mining coal as any of the large companies which are selling coal in the market in competition with this one. To pay more than our competitors for the mining of our coal would practically drive us out of the competitive market, and the only market to which we could bring our coal would be to such points on the line of the Philadelphia & Reading Railroad as are, by reason of their location compelled to buy from us and could not buy from other people. If we were to exact from the people who have invested money in industries along the line of our road, an extra price per ton for coal—a price beyond what the same class of industries pay on the lines of other anthracite coal roads—it would be only a question of time when these industries would leave us and go to points where they could obtain cheaper fuel. For these and various other reasons which every business man can understand, it would be impossible for us to maintain even a solvent corporation, much less return anything to the shareholders, if we were compelled to pay for our products more money than our neighbors pay for theirs. We regret exceedingly that this action on the part of the employees of our road, as well as the action of the miners, promise to bring such disastrous results to those portions of the state dependent upon the output of the Reading galleries; but there is no alternative for this company that I can see, except to insist upon:

1st—The right to manage its own property; and
2d—The right to employ labor in the mining of its coal so that it will have at least an equal chance with its neighbors in every competitive market to which anthracite coal goes.

The \$2.50 basis established by this company in 1875 is a liberal one for the miners. Under that basis they receive as much money for their labor as miners receive in other localities. In the Wyoming district, as I am informed, the miners are paid a certain agreed sum, without regard to the price of coal, while our miners share in the increased price beyond the \$2.50 basis; and every miner of our coal knows that under that basis, with the prices that have prevailed during the month of January, those in the Schuylkill Valley would have received wages very considerable in excess of the wages paid elsewhere, and even at a lower price for coal than obtained during this month, their wages would still have been in excess of those paid in other localities.

For the twelve years, commencing January 1st, 1876 and ending January 1st, 1888, this company has mined 51,000,000 tons of coal: paid for it to miners, \$57,110,000; and has received, as the net proceeds, for the coal so mined, only \$41,840,000 making an actual loss in the mining of its coal, of \$15,270,000 during that period. In other words, we have distributed throughout the country 51,000,000 tons of our coal, the miners having received every dollar of net money we obtained for it, and we lost in the operation \$15,270,000 besides; and during all these twelve years, the stockholders of the Railroad company which transported this coal, who have paid up \$40,000,000 of money for their stock, have not received one cent by way of dividends and they have just been called upon, with a portion of the junior securities, to pay in, by way of assessments, \$12,000,000 of fresh money, to make good the losses of the companies.

In view of these results, it is not the time now, according to my judgment, to undertake to pay more money for the same class of labor, than is paid by other competitive companies.

AUSTIN CORBIN, President.

Having succeeded in breaking up all labor

organizations on the P. & R., and in the anthracite mines controlled by the corporation, Austin Corbin organizes an insurance scheme for the purpose of fleecing the men in his employ, and for the purpose of subjecting them to degradations unheard of in the United States and scarcely paralleled in any autocrat-cursed land in the world. The third document, which we submit, is as follows:

To the Employees of the Philadelphia & Reading Railroad Company:

I am informed that some of our employees have stated that the sick and death benefits, under the plan submitted to them by me in the circular recently sent out upon the subject of organizing an Insurance Association, are not as liberal as are made by some other societies to which a part of them belong. Under the plan submitted, these benefits were made as liberal as we believe will be absolutely safe to commence with, based upon such reliable statistics as we were able to obtain. Whether this statement as to other societies be correct or not, it should make the plan of the proposed Association none the less attractive, because every dollar you pay to the Association is held for your benefit, without any deduction for expenses, and, besides that, the Company will pay into your treasury an additional sum of money equal to 10 per cent. on all your subscriptions up to \$1,000,000 and, thereafter, five per cent upon all payments you make. In order that the plan when inaugurated shall be absolutely sound, and that all benefits promised shall be positively assured by an ample fund. Every dollar of this contribution of the Company's, as well as our own contributions, belong to you, the subscribers, and is under your control as to management. You have the right to elect a majority of the Board of Trustees. If, therefore, after a few years experience, you find you can safely treat yourselves more liberally, either by making smaller assessments, or increasing your benefits, you have it always in your power to do so; but at the commencement you cannot afford to undertake payments on any basis that is not an entirely safe one.

If you join this Association, you need not withdraw from any other benefit societies; but I hope you will find it desirable to connect yourself with this Association, because of the substantial financial support proffered by the company, and the positive certainty that every man will have secured during sickness, a very considerable contribution towards his support, and, in case of death, those who are dependent upon him will not, at any rate, be left destitute.

Most plans of assurance of this character provide for the distribution of only so much money as the members themselves pay, after making a deduction of all expenses of administration and management. In this case, the Philadelphia & Reading Railroad Company contributes a large additional amount of money to that paid by the members, and assumes all the expenses of management.

In this connection, however, I wish it clearly to be understood, that all of our present employees are free to become members of this Association or not, as they please, and none need have any hesitation in declining, if they desire to do so. It will in no respect change the kindly feelings that the management has towards them.

This plan has been proposed entirely in the interest of the employees of the Company and their families, and can in no possible way result in pecuniary advantage to the Company.

AUSTIN CORBIN,
President.

PHILADELPHIA, September 20th, 1888.

After numerous protestations that the P. & R. had no objections to labor organizations, the studied policy has been to tolerate no man who belongs to such an organization, provided it proposed in any way to protect its members against outrageous wrongs. The work of destroying labor or-

ganizations has gone steadily forward, and now, Austin Corbin, having his men sufficiently degraded, amuses himself by issuing orders to them to shave, button up their coats, etc.—the strange feature being that the men who submit to Corbin's rule, without protest, call themselves free men.

GRAND CHIEF ARTHUR AND CHAUNCEY M. DEPEW.

The Indianapolis *News*, in an issue immediately subsequent to the New Haven, Conn., meeting, at which Grand Chief Arthur and Vanderbilt's President of the New York Central R. R. appeared, said:

"Grand Chief" Arthur of the Locomotive Brotherhood yesterday addressed a meeting of the Brotherhood, together with that other laboring man, Chauncey Depew. Arthur said:

"I am opposed to our Brotherhood forming an alliance with any other class of labor. When the Brotherhood federates with any other organization it will forfeit the respect not only of the public at large, but of the employers."

It is quite possible that the Brotherhood might forfeit the respect of its employers. If it is run to curry favor with the railroad magnates it could be suggested that it might do it still better by federating with them. Indeed, this may be what Mr. Depew meant when in his speech on this occasion he said:

"The question between capital and labor has been better settled by the Brotherhood than by any other organization in the country. Labor has come to the protection of capital against demagogues."

We presume by labor, Mr. Depew means that which is represented by the Brotherhood of Locomotive Engineers, and that all other labor is characterized as having for its advocacy "demagogues." It will also be cheering news to the social and economical student to know that the question between capital and labor has been better settled by the Brotherhood of Engineers than by any other organization in the country. Within the last year or two the great upspringing of "Nationalists," the wonderful prevalence among the thinking classes of the thought that the relations of capital and labor are reaching such an intolerable condition that to "reform it altogether" seems almost inevitable; the rise of the Farmers' Alliances to protect that class; the further raids of government fed industries in the imposition of a tariff greater than the enormous one of 45 per cent. average and the disregard in it of the principle of reciprocity and the substitution thereof, so to speak, of a bounty big enough to pay better from operations in the contracted sphere of a home market—such things as those had lead most thinking people to feel that the relations of capital and labor were never more abnormal, and it will certainly be news to them to know that the Brotherhood of Locomotive Engineers has "better settled" or settled it at all. The instinct of labor, too, as well as the experience of capital, will be somewhat amused, we fancy, at Grand Chief Arthur's dictum that no federation is the high road to prosperity; that sounds so well in these days of trusts and combines. But it is always pleasant to see brethren dwelling together in unity, and the spectacle of these hard-working laborers, Arthur and Depew, enormously and mutually satisfied over the relations of capital and labor and the attitude of the Brotherhood of Locomotive Engineers, is refreshing.

The points made by the *News* will be accepted as eminently wise and opportune. The *News* is in no sense a "labor organ," but it is wide awake, comprehends the logic of events and conditions, and is fearless in expressing its views. In the stand taken by such papers as the *News*, labor finds champions of its rights and interests which tell of coming victories.

"COME, LET US REASON TOGETHER."

Mr. P. M. Arthur, Grand Chief of the Brotherhood of Locomotive Engineers, in an address delivered at New Haven, Conn., May 23d, used the language which is the caption of this article.

Mr. Arthur, on many occasions, has announced himself as the enemy of federation and in his New Haven speech, after inviting the engineers and Mr. Chauncey M. Depew to "reason together," said:

"I am opposed to an alliance with any other organized body of laborers. Our policy, in plain English, to them is, 'Mind your own business.'"

Mr. Arthur, it will be observed, does not reason worth a cent. To say, in "plain English," that he is opposed to federation with any other labor organization, and to tell other labor organizations to "mind their own business" is not reasoning together. It is not reasoning at all. Mr. Arthur is opposed to federation; he does not say why he gives no reason for his opposition. He probably has no reason to offer.

The question of federation is up for debate; the discussion has been going forward for two years or more. By thousands of locomotive engineers the subject has been accorded great prominence. They believe it involves vital principles; that in a large degree the welfare of the B. of L. E. is dependent upon conclusions in the matter.

Mr. P. M. Arthur is the chief executive officer of the great Brotherhood of Engineers. The position gives him great prominence and importance. He is paid a large salary and it would seem, since he puts himself forward as the champion opponent of federation, that he ought to be able to supply at least one sound reason for his antagonism. This he has never done, and the conclusion is rational that he is totally incapable of furnishing a reason for his hostile attitude towards all other organized bodies of laborers.

At New Haven, Mr. Arthur said: "Come let us reason together." Who did he want to come? He don't specify. Who did he want to reason with? About that he is silent. The Grand Chief had by his side that splendid after-dinner orator, Mr. Chauncey M. Depew. Mr. Depew is president of the New York Central & Hudson River Railroad and receives \$50,000 a year, or \$166.66 a day for 300 working days of a round year. If he works ten hours a day he gets \$16.66 an hour.

An engineer, working 300 days in a year at \$4 a day, would have to work about forty-two years to receive as much money as Mr. Depew receives in one year.

Mr. Arthur also had on the platform with him at the New Haven meeting, Mr. Charles P. Clark, president of the New York, New Haven & Hartford Railroad. We presume

Mr. Clark receives as much as \$25,000 a year for his services.

In the presence of these distinguished railroad officials Mr. Arthur says: "I am opposed to an alliance with any other organized body of laborers. Our policy, in plain English, to them is, 'Mind your own business.'"

We do not doubt that Mr. Arthur's declaration received the unqualified approval of Messrs. Depew and Clark. We are satisfied that Messrs. Corbin and Perkins and every other railroad president in the country, with rare exceptions, will exclaim, "Hurrah for Mr. Arthur!"

But there are multiplied thousands of locomotive engineers in the country who do not and will not indorse Mr. Arthur's declarations. They are in favor of "an alliance" with other bodies of organized laborers, and their "policy" is not, in "plain English," to say to them, "Mind your own business."

Mr. Arthur says, "Come, let us reason together," but he does not "reason" with the engineers. He simply proclaims his hostility to federation. This style pleased Messrs. Depew and Clark, the railroad magnates, and it may have pleased some of the engineers who were present, but the great body of engineers will not indorse such declarations.

The federation idea is "bigger" than Mr. Arthur; "bigger" than Mr. Depew; "bigger" than all the Vanderbilts and Goulds on the continent. The Federated Orders of Railway Employés will "mind their own business," and in minding their "own business" they will continue to agitate; discuss federation; show up its power for good; that it secures justice without violence and maintains order for the good of society. Those who would deal justly by workingmen need have no fears about federation, and those who would take advantage of weakness will find in it a power to secure the right which all honest men will applaud.

MR. DANIELS, in his address to the public, says the delegates to the Rochester convention "have merely taken from their laws a clause by which members were obliged not to engage in any strike of railroad employés. They have put nothing in place of it, and will not do so." According to Mr. Daniels' statement, the delegates made a big hole in the laws which they will never close. The hole is to remain unfilled and uncovered—a sort of a monumental hole; a hole so large that a great many conductors will pass through it out of the Order. We are inclined to the opinion that at the next convention the great vacancy will be filled in or bridged, and that the O. R. C., by its laws, will be a protective organization.

FEDERATION.

What the world wants is sensible talk on all questions relating to the interests of laboring men, and here is something in that line from the *Locomotive Engineer*:

The flood of correspondence on federation *pro* and *con* we shall have to decline—if it were all published it would fill the paper. Federation will become universal in time; in fact is now in full operation, except the engineers. The argument against the engineers' special committee, for not getting up an original plan of federation, is useless. Suppose they did get up a new plan, who would they federate with? They have only the choice to join the present federated body or stay out of it. They can't "federate" alone. It would seem as though an organization strong enough to secure valuable "agreements" would be better able to renew and enforce them than ever if their numbers were doubled. A general who has taken a fort with an army of 5,000 men does not usually surrender it because he has been reinforced by 50,000. The question is not whether or no we want federation—federation is here. The question now is, shall this magnificent array of organized railroad men fill the chairs of their Supreme Council with men of brains; men who know enough to be reasonable, honest and just; men who will be firm yet gentle with their strength; men who will meet railroad officials on common ground, and become so grand a board of arbitration that the railroad strike will be forever dead; or will they let the council become an autocratic ring of agitators and hoodlums who will make the orders behind them the clubs to show their authority, and the sewers to convey their spleen against "capital"? We have confidence in the good judgment of American railroaders when they "sit down to reason together," and believe that the present high character of the supreme council will be maintained.

That is condensed logic—something after the style of "apples of gold in pictures of silver." Federation is a good thing, a "blessed good thing." It has come to stay. It grows right along. "It is in the line of the 'survival of the fittest.'" Federation isn't a craze. There is no vagary in it. It is honest. It has the advantage of common sense, and even Chauncey M. Depew will eventually endorse federation.

BROTHERHOOD STATISTICS.

The Brotherhood of Locomotive Firemen is gaining in membership at the rate of 225 a month, *net*, or at the rate of 2,700 a year. It is a healthy growth and eminently satisfactory.

Under the present laws of the Order, relating to insurance, a fireman who joins our Brotherhood is required to take out a policy for \$1,500, and on the first day of every quarter, beginning with February, he is required to pay \$5 in advance, and upon failure, stands expelled. As a result, men who join the Order are aware of the obligations; they count the cost, are satisfied; they join and pay. If they are killed, or are disabled, or die of disease, during the quarter for which they have paid, the amount of their policy is secure beyond a peradventure. The money has been collected, is on hand, and is paid over at the earliest practicable day. This gives confidence, is popular, is admitted to be the best policy ever devised, and places the B. of L.

F. indefinitely in advance of all other beneficiary organizations. It is not believed that anything wiser can be proposed. It embodies financial wisdom that challenges criticism.

At this date there are in the B. of L. F. 3,026 road engineers and 1,151 switch engineers. Of the engineers belonging to the B. of L. F., 545 are members of the B. of L. E. Of the whole number of engineers in the Order only 191 are out of employment, a fraction over 4 per cent. Of the firemen of the Brotherhood, only 441, or a fraction over three per cent., are out of employment, and the average pay of firemen is \$60 per month. Taking the entire number out of employment, 732, and it is a fraction less than 4 per cent., of the entire membership of the Order.

In this connection it should be said that the Employment Bureau of the Order keeps a record of every member out of employment and that efforts are constantly made to find them work. That this is carrying into practice the true spirit of brotherhood no one can doubt, and that it is proving in a large degree beneficial is a matter of record.

THE O. R. C. AND PROTECTION.

The Order of Railway Conductors, had in its constitution what was called an "anti-strike" clause, more properly, perhaps, an anti-protective clause, and it was retained twenty-two years. At the Rochester, N. Y. Convention of the Order, the clause referred to was stricken out by a large majority of the delegates.

All things considered, the action of the Convention is more than ordinarily significant, and is worthy of special consideration.

In the discussion of questions relating to the welfare of workingmen, the student of problems in that line can well afford to investigate the reason why the O. R. C., in the beginning, decided against the strike as a means of protecting its members against wrongs and injustice. It will not do to say that in framing a constitution the subject was overlooked; that it was not discussed, or that it suggested it was set aside as unworthy of attention. It is safe to say the subject was discussed, and for reasons satisfactory at the time, voted down.

What were the reasons? We do not presume that it is possible for any man to give the reasons which influenced the delegates to the O. R. C. Convention to insert in the constitution of the Order a non-protective provision, unless it be some one who participated in the debate upon the proposition. In such matters we do not propose to deal in conjectures. We have no charges to make against men who nearly a quarter of a century ago organized the O. R. C. It is far better to believe, that with such lights

as they had, they did the best they could. Our criticisms lie in another direction.

Since 1868 railroad affairs have undergone great changes. It is not required to state them for the information of our readers. When the O. R. C. was organized there was in operation less than 43,000 miles of railroads in the United States, there are now in operation, approximately 160,000 miles. The mere statement of such strides of growth indicates that change in management has occurred; that new questions have come to the front touching relations between employer and employé, that on the one side there have been vast investments of capital, and vast investments of water; that railroad kings and millionaires have multiplied, that syndicates, pools and trusts have come into vogue; that greed has kept pace with gains; that employés have multiplied; and that all too often their rights and interests have been disregarded, set aside and cloven down.

It is just here that comes into view the fact that while changes have been going forward, that while railroad employés have been the victims of mercenary greed, such as would make a Dives blush, the O. R. C. has remained unchanged, unless it be that it has from time to time exhibited a growing desire to stand by the corporation in all of its methods of injustice to railroad employés.

It has not only aided the corporation to perpetuate its policy of wrong towards employés outside of its charmed circle, but has been silent when its own members were the victims of corporation injustice to an extent that defies exaggeration.

Necessarily, such things could not pass unobserved by thousands of the members of the O. R. C. They saw that the Order under its laws, was powerless to afford them any protection. They were the victims of the most outrageous wrongs—spotted, discharged, disgraced, they could not appeal their Order for redress; or, if they did make appeals, their grievances were unheeded. The members of the O. R. C. saw other employés, members of other Orders, asserting their rights and gaining victories, while they had to suffer in silence. They were thinking men. They saw wherein the Order had made the fatal mistake. They knew their weakness was the result of an error in the constitution of their Order. If their Order could not protect them it was practically valueless. The necessity for change in the fundamental law of the Order became more and more apparent as the years went by. It was growth in the mid forces of the membership. No amount of word jugglery could stay the onward march of ideas. The truth, in all its conquering power, had obtained a foothold and was bound to win. It had come to stay.

Rochester it demonstrated its power, and the *anti-protective* clause of the constitution of the O. R. C., by the fiat of a majority, disappeared.

We are interested in this matter to the extent that a victory was won for the right. In this connection, we note an official announcement on page 402 of the *Conductor's Monthly* as follows:

"While individual action of members of this Order is now in no way restricted, this organization is not on a strike basis, nor has any legislation in that direction been proposed."

It is sufficient to say that revolutions do not go backwards. Possibly a remnant of the O. R. C. will remain as a monument of an original error, but the fact remains, that a vast majority of the conductors of the country are in favor of *protection*, and if they can't have it in the Order of Railway Conductors, they will have it in the BROTHERHOOD OF RAILWAY CONDUCTORS. The edict has gone forth, and is as unchangeable as the laws of the Medes and Persians.

THE SUPREME COUNCIL.

The Supreme Council of the United Orders of Railway Employés met at Chicago in annual session on June 16th and closed its deliberations on the evening of the 17th. There was a full attendance of representatives and the meeting was in all regards harmonious and fruitful of good results.

The constitution, having met requirements, was not changed. Sufficient copies were ordered printed to supply each member with a copy. A circular of a general character was adopted which will be forwarded to each Lodge within the jurisdiction of the Supreme Council.

The following officers were unanimously chosen for the ensuing year, viz.: F. P. Sargent, President; Geo. W. Howard, Vice President and W. A. Sheahan, Secretary and Treasurer.

The representatives were unanimous in expressing satisfaction with the first year's work of the Council and pledged themselves anew to the advance of the movement.

In our next issue we will present to our readers a detailed report of the proceedings.

"Do it now or do it never," was the motto of the 214 delegates at Rochester who eliminated the anti-strike clause. Sickly-sicks voted tother way. It was their Waterloo.

MR. DANIELS says the statement "that the O. R. C. has become a striking organization is absolutely false." But it is also "absolutely false" that the O. R. C. is a non-striking organization, therefore, what is absolutely true of it? The members of the O. R. C. can now strike if they want to, there is no law to prevent them. That will do for the present.

GOING the rounds of the press is a list of women who by their talents and hard work are making fortunes. "To begin with," says a contemporary, "there is Mme. Modjeska, who, on the authority of the Chicago *Herald*, could raise \$75,000 on personal valuations to-morrow if anything of an unfortunate nature should happen to her. Mrs. Mary Livermore has \$75,000 of the \$120,000 made from her lectures, and hapless Anna Dickinson, who cleared \$25,000 in one season and \$160,000 in ten, hasn't a dollar of it left. But she is wiser than she was. Mrs. Harriet Prescott Spofford has published ten books in the last forty years, the proceeds of which amounted to about \$6,000 each. Ouida has earned more money than any woman of the century, with the exception of Mme. Patti. Mrs. Southworth's novels brought her a fortune. Mrs. Harriet Hubbard Ayre is coining money. With the exception of Mrs. William H. Vanderbilt, Mrs. Mary Ann Connelly, who came to this country forty odd years ago as a steerage passenger, and who pulled basting stitches for two years, has more money in her own right than any of the Vanderbilt women, every penny of which she made with her needle. She owns about ten cottages at Long Branch, facetiously known as the 'Party Dresses,' one of which is fit for a king, and brings in a kingly rent every summer. The most successful money-maker among modern women is Lydia Van Finkelstein, a native of Palestine, a woman of about 28, and something of a linguistic wonder. She lectures, or talks rather, on the Holy Land, knows the whole geography of Asia Minor, and could enlighten Col. Ingersoll on the mistakes of the Bible, which she knows from cover to cover. In a little less than six years this large blonde biblical talker has cleared \$100,000. She gets \$100 a lecture, with a percentage of the receipts, and talks from October to May, often giving three lectures a day.

The list could be extended, showing what women can do in the way of making fortunes, but there are other women not known to fame who are working to secure a livelihood who barely keep their souls in their wretched bodies, and for whose welfare, be it said to the eternal disgrace of our boasted civilization, creatures, calling themselves men, work together, to deny them fair wages, and keep them forever on the ragged edge of starvation and despair. Nor are men alone in this work of degradation, but thousands of wealthy women are as totally regardless of the sad condition of working women, and never more at ease than when they can secure their services for a pittance.

Men have only to observe the expenditures for luxuries on every hand, and note the cruel fate of working women in all the

great centers of population and industries, to enable them to estimate the hollowness of professions and the shams of civilization. This done, the American hog with two legs expands to such prominence as to create disgust in the ranks of his four-legged superior.

RAILROAD EMPLOYEES AND THEIR PAY.

The logic of figures is of a character from which there is no appeal. When compiled by a conscientious head and hand, they go straight to the mark, and thoughtful men can contemplate facts absolutely devoid of sophistry. The *New York Post*, April 29th, referring to Commissioner Wright's reports, says:

Carroll D. Wright, the Commissioner of Labor, submitted his fifth annual report on Friday. The single subject treated is railroad labor. This report shows that on June 30, 1889, the number of employes on all the railroads of the country was 689,912, the trainmen numbering 135,580, switchmen, flagmen and watchmen 31,896, and other employes 522,250. Sixty roads were selected for investigation in all parts of the country. There were 211,910 employes connected with them. Upon investigating the subject of the relations of employes and corporations, which was extended to about six hundred corporations, it was found that 377 companies prohibit the use of intoxicating liquors. The remainder either have no rules relating to the subject or have modified restrictions. Of the 224,570 employes 25 per cent. are employed 25 days or less out of the whole year, over 11 per cent. from 26 to 50 days, nearly 19 per cent. from 51 to 100 days; and over 8 per cent. from 101 to 150 days. These numbers which constitute nearly 58 per cent. of the whole number of employes working on the roads considered, are employed less than one-half the year: 19 per cent. work from 301 to 365 days, 2.2 per cent. work more than a full year. As to wages, it is found that over 73 per cent. are paid at rates ranging from \$1 to \$2 per day. The average daily rate of all the employes paid by specific time on the sixty roads is \$1.64, yet nearly 61 per cent. of the whole number received less than the average rate of all. It is also shown that of the whole number of employes 101,905 earn less than \$100 per year, 33,621 earn from \$101 to \$200 per year, and 21,517 earn from \$201 to \$300 per year. The average earnings on all the sixty roads per year is \$243, although something less than 60 per cent. on all earn less than this average.

The railroad enterprises of the country are ceaselessly referred to as the highest standard by which to judge of the nation's prosperity and greatness. The railroad, it is claimed, is the great civilizer. The "snort" of the iron horse, it is asserted, is as one "crying in the wilderness" prepare the way of civilization and make its paths straight. An army of 689,912 men is engaged in carrying forward railroad enterprises, and now, gods, men and angels, contemplate the fact that these men receive less than an average of \$243 a year for their work, a fraction over 77 cents a day for 313 days work. Such is the cruel logic of figures.

It is stated that the O. R. C. has been the only labor organization Austin Corbin would tolerate on the P. & R. Such an indorsement is like a certificate of good character from the devil.

THIS *Magazine*, from time to time, has pointed out to the O. R. C. its duty in the matter of protecting its members. As one of the evangelizing papers of the country it realizes that the seed sown fell upon good ground, and produced an abundant harvest at Rochester.

BROTHER WHEATON says members of the O. R. C. can strike if they want to, or words to that effect, but that the O. R. C. "is not on a strike basis." Mr. Corbin don't think so, and tells the O. R. C. conductors in his employ to "get" or leave the Order. Corbin knows the difference between a man and a slave.

WHY CAN'T WE PULL TOGETHER?

BY SWITCH.

Mr. Editor:—Why can't we pull together in a federation team?
Federation is the policy we ought to pursue—
Even Shandy Maguire might tune his tambourine
And play a tune forinst Chauncy M. Depew—
And knock that Vanderbilt
Silly, helter skelter.
Put a bee in his bonnet and a cricket in his hat.
And show Arthur, Peter M.
He was mistaken when
He tried to down federation with a railroad millionaire.

Mr. Editor:—Why can't we pull together? 'tis the order of the times—
There is no mistake about it, P. M. Arthur, notwithstanding—
All railroad employes read the signs of the times
And vote aye showing they are men of understanding—
Thousands of the O. R. C.—
Thousands of the B. L. E.
Want to pull with men who are to conviction true
And they swear 'tis past belief
When they see the B. L. Chief
Putting on million airs and hobnobbing with Depew.

Mr. Editor:—Why can't we pull together in a federation pull?
Why can't we be prepared for any coming time of need?
What's the use of standing on the track like the crazy bull.
To buck against common sense, when running at full speed?
Though Chauncy M. Depew
Would like to see us pursue
Such a dumb, driv'n cattle policy, he can't be accommodated—
Railroad employes
Are no longer on their knees.
No, no, they've inscribed upon their flag "We are federated."

Mr. Editor:—Why can't we pull together? By all the gods we can.
The word has gone forth on all the winds that blow.
The theme is poetic, and Shandy is the man
To roll it off upon the strings of his grand old bass jo.
Come Shandy, wont you saddle him?
And then wont you straddle him?
Your trusty old pegasus and make him sport a few
Dirge-like, mournful verses,
As if a train of hearsees
Were waiting for P. M. Arthur and Chauncy M. Depew?

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month

INDIANAPOLIS, IND., JUNE 15, 1890.

MR. EDITOR:—I forward to you an article that should have appeared in the columns of the *Engineers' Journal*, in answer to an article signed "J. E. S." that appeared in the June *Journal*, and special attention was given it by the Editors. This article has been declined on the plea of having sufficient copy for not only July, but August also. Now, in justice to the great cause in which we are all engaged, I feel that this should be published. Those in favor of federation have been handicapped in every effort to freely discuss this important subject, which is wrong. I therefore send this to you, feeling as I do that it will meet the eyes of many of those it was intended for.

Yours in the Cause,

F. B. A.

[The following is the article alluded to in the above note.—ED. MAGAZINE.]

MESSRS. EDITORS:—Having read the communication of "J. E. S." in the *Engineers' Journal* for June, beginning on page 428, I desire, with as much brevity as practicable, to reply.

I dislike subterfuges. I write "for the good of the Order"—I am for federation. Not because some others favor it: not because it is opposed in certain quarters. On the contrary, I am in favor of federation on the merits of the proposition. With such ability as I could command, I have investigated the subject for myself and have come to certain conclusions. I have patiently read opposing opinions. I have analyzed them, not in a spirit of determination *not* to be convinced, but rather to be convinced if wrong, and promptly adopt the right. I believe in the omnipotence of TRUTH, in the ultimate triumph of the right. I believe in "reasoning together." I believe in argument, in honest statements, without ifs and buts. The times in which we live are practical. The most important problems before the world to-day relate to labor—to the compensation of labor, to the welfare of laboring men, to their homes, to the well-being of their wives and children. Let me say, Messrs. Editors, that the term "labor" grasps all labor. I submit that while you may classify laborers, labor itself is continuous; it goes on from first to the last in any particular line of industry, and therefore necessarily and inevitably touches all and makes all interdependent.

Take an engineer. His hand is on the throttle of an engine. Now, then, who made that throttle? who made the locomotive? Beyond that, who dug the iron ore? who worked at the forge? who fashioned bolts, bars and plates? Who does not see from the initial step to the time that the "iron steed" takes its place on the track ready for the engineer, labor itself has been continuous? (Classify laborers as you may: the law relating to the continuousness of labor is immutable.)

There may be those who will attack such self-evident propositions. Let them do it. I hold in the ranks of labor there is interdependence, mutual interests; that this is inherent, fixed beyond the power of revocation. I hold that laboring men are comprehending the irreversible law as never before in the history of the world; and that thinking men outside of the ranks of labor are studying the facts with more earnestness than ever before in the history of civilized governments. Even such men as Gladstone discuss strikes, and he does not hesitate to say they have accomplished for workingmen more good than harm. Even Emperor William, with a four pound crown on his head, ablaze with jewels valued at millions, the descendant of one of the most autocratic dynasties that ever sat upon a

throne, is seeking to placate workingmen, who by their united clamorous demands for justice, make him uneasy, though backed by a million armed soldiers. I plant myself upon the indestructible fact that mutual interests exist in the ranks of labor. I issue no challenge to any brother engineer to enter the arena and debate the proposition. I make the statement simply for my own use in writing this communication. I am quite willing to concede that this general interdependence comes into bolder prominence when laborers are identified in certain classes of industries, as for instance the operatives in mills, and so on, as will readily be suggested to the minds of the intelligent reader, and this leads me to refer to the classes of laborers employed in the railroad train service of the country. Who are they? They are the *Engineers, Conductors, Firemen, Switchmen and Brakemen*. Does "J. E. S." deny that these classes are not interdependent? That they have no mutual interests? If he does, the next proposition for him to deny is, that twice two makes four. I do not suppose there is a railroad train man in the world who would deny the interdependence of the men we have named. Interdependence is *mutual dependence*, hence mutual interests to promote and protect. Now, if "J. E. S." can show there exists no interdependence of men engaged in the railroad train service; if he can prove there is no *mutual dependence*, no *mutual interests*, then he can prove that *federation* is unnecessary, and may be opposed to it with propriety. But if there is interdependence—mutual dependence, therefore mutual interest involved—every word penned by him or by others in opposition to federation, is a wrong of incalculable proportions. It is in opposition to the attainment and maintenance of the right when in conflict with the wrong. It is to sit silent and neutral when a co-employee, who is absolutely essential to the train service, is struck down by the hand of an arrogant employer. Is it prudent that in every communication I write for the *Journal* I shall be required to define the term *federation*? I apprehend that it is unnecessary. I prefer stating *circumstances* to demonstrate what *federation* means, what it has the power to accomplish; and I know of nothing more convincing than took place in Cincinnati, Ohio, about May 30th, 1890, and I commend the affair in all its bearings to "J. E. S." Stated briefly, the facts are as follows:

The engineers and firemen on the O. & M. Railway had a grievance. They sought to bring their grievance through the local committees of their respective organizations to the attention of Mr. J. F. Barnard, President of the O. & M. Railway. This official declined to recognize the committee. Then Mr. P. M. Arthur, of the B. of L. E., and Mr. F. P. Sargent, of the B. of L. E., sought an interview with Mr. Barnard, who in effect told them to "mind their own business." In other words, he informed the chief executive officers of these two great organizations that he did not recognize their organizations. The engineers and firemen thereupon took a vote and determined to strike if their respective organizations were not recognized. This done, Mr. P. M. Arthur, of the B. of L. E., telegraphed Mr. Sargent as follows:

CLEVELAND, O., May 9th, 1890.

Frank P. Sargent:

"Engineers have voted to stop. Convene your council."

P. M. ARTHUR.

The Supreme Council was convened, composed of the officers of the B. of R. C., B. of R. T., the S. M. A. A. and the B. of L. E. On May 10th Mr. P. M. Arthur addressed the following letter to Mr. Sargent:

CLEVELAND, O., May 10th, 1890.

Mr. F. P. Sargent:

DEAR SIR AND BROTHER:—Your telegram received. I have written Bro. Cox this morning, telling him to abide by the decision of your Supreme Council, so that it will not be necessary for me to be in Cincinnati on that occasion. Whatever your Council decides to do the engineers are with you, according to their votes. I hope, however, if the Council decides to have the men stop, that Mr. Barnard, upon receiving your notice, will come to his senses and realize the necessity of recognizing labor organizations. If your Council decides to make an issue and Mr. Barnard accepts of it, I hope the men will fight

it out to the bitter end. He may, when he finds the men are determined, yield, which I hope he will do for the good of all concerned.

Fraternally yours, P. M. ARTHUR, G. C. E.

The foregoing fully explains federation in a way that I think that "J. E. S." can understand—in a way that every unprejudiced brother engineer can understand. It is unvarnished history. There are no pettifoggish circumstances about it; no jugglery. If a man wants the truth, I have stated it for his benefit. Let us see:

The engineers and firemen had a grievance. President Barnard absolutely refused to recognize their respective organizations. Like Mr. Corbin, he refused to recognize any organization of railroad employees. This he said to Messrs. Arthur and Sargent. This refusal to recognize labor constituted another grievance, one which touched all organizations of employees engaged in the train service of the O. & M. I am writing to convince "J. E. S." of the mutual dependence of Engineers, Firemen, Brakemen, Switchmen and Conductors. I am writing to demonstrate the fact of their mutual interests, and to prove beyond cavil the efficiency of federation, not only by words but by deeds. When all efforts had failed to obtain the recognition of labor organizations by President Barnard to effect a settlement by arbitration or otherwise, the time had arrived to test the power of federation. No man should overlook the facts: no unprejudiced man will ignore them. Such an act would be worse than folly. The engineers on the O. & M. could not settle their grievance with Barnard, the firemen could not settle their grievance, nor could both of them combined induce Mr. Barnard to do anything in the way of a settlement. Now, then, the Supreme Council of the Federated Orders takes the matter in hand, as will be seen by the following communication:

CINCINNATI, OHIO, May 13, 1890.

John F. Barnard, Esq., President and General Manager O. & M. Ry., Cincinnati, Ohio.

DEAR SIR:—On Tuesday, May 6th, you were waited upon by Grand Chief Arthur, representing the Brotherhood of Locomotive Engineers, and Grand Master F. P. Sargent, representing the Brotherhood of Locomotive Firemen, whose mission it was to bring about a satisfactory settlement of the grievances of the engineers and firemen employed upon the O. & M. Railway, of which you are the President. The grievance has been presented to the company by a committee of engineers and firemen, and every honorable effort on their part put forth to effect a satisfactory adjustment before calling upon Messrs. Arthur and Sargent. While according these gentlemen an audience, you positively refused to recognize them officially or make a settlement with them as representatives of the organizations of which they are the executive heads. Therefore no settlement could be effected, as the engineers and firemen refused to treat with you as employees, preferring to stand by their organizations.

The grievance was then placed in the hands of the Supreme Council of the United Orders of Railway Employees, which embraces the Brotherhood of Locomotive Firemen, Brotherhood of Railway Conductors, Brotherhood of Railway Trainmen and the Switchmen's Mutual Aid Association. The Council has carefully inquired into all the details of the case as presented to them and has decided that the engineers and firemen have asked nothing more than is justly due them from the O. & M. company; and, furthermore, that the past record of the Brotherhoods of Engineers and Firemen warranted you in meeting and treating with their executive officers as is done by other railroad corporations, and your refusing to do so has placed the grievances of your engineers before this Council, and it becomes a general grievance in which all engineers, firemen, conductors, brakemen and switchmen are alike interested.

Therefore, in the name of the Supreme Council of the United Orders of Railway Employees, we ask an audience with you at the earliest possible moment, when we will be prepared to lay before you our proposition for the purpose of effecting a settlement and avoiding trouble on your lines. We will await

your reply, which you will send by the committee that presents this communication.

Yours very truly,

F. P. SARGENT, President.

[Attest.]

W. A. SHEAHAN, Secretary.

Approved

S. E. WILKINSON,

P. H. MORRISSEY,

G. W. HOWARD,

G. W. LOVEJOY,

C. T. MOORE,

JOHN DOWNEY,

JOHN A. HALL,

W. A. SIMSROTT,

J. J. HANNAHAN,

EUGENE V. DEBS.

Immediately upon receipt of the foregoing communication President Barnard replied as follows:

OHIO & MISSISSIPPI RAILWAY CO.

PRESIDENT'S OFFICE.

CINCINNATI, May 13, 1890.

F. P. Sargent, Esq., Cincinnati:

DEAR SIR:—I have your communication of this date, and can give you an audience this afternoon at 2:30.

Yours truly,

J. F. BARNARD, President.

At the hour named by President Barnard the audience with the Supreme Council was held—Labor organizations were recognized by that autocratic official. The grievances of the engineers and firemen were amicably settled, a strike was avoided and work went forward.

The engineers federated with firemen, switchmen, brakemen and conductors with Mr. Arthur's approval and by his direction gained a victory.

I regard it as impracticable to state a stronger argument in favor of federation and I regard it impossible to overthrow the argument. I am glad that Mr. P. M. Arthur's name appears so prominently in this matter; glad that he requested Mr. Sargent to "convene his Supreme Council;" glad that he delegated to Bro. Cox the power to act with the Supreme Council in the interests of all the organizations of railroad employees. The history of the O. & M. affair establishes what I contended for in the opening paragraph of this communication—the interdependence and the mutual interests of the men engaged in the train service. And it demonstrates the necessity of federation, its wisdom and its efficiency when required to act.

Having written this much I am half-way inclined to desist without further reference to the communication of "J. E. S.," but Messrs. Editors a general criticism may do him some good and I therefore ask a little more space. "J. E. S." asks: Suppose that some corporation having plenty of the sinews of war, decides to try its hand at knocking out federation and is successful, what then? In the language of the Sunday School song I would say, "If at first you don't succeed, Try, Try again."

That form of conducting an argument has no end like Tennyson's brook, it goes on for ever. Suppose the B. of L. E. has a strike and don't succeed, what then? and so on. The O. & M. had "sinews of war" the "Q. & C." had "sinews of war," but federation had the most "sinews of war."

Up to a certain point one organization answers every demand. Organizations are effective and the greater membership the more effective they are. The B. of L. E. has done much for its members. A member of the Brotherhood with the powerful organization behind him is better off than he otherwise would be. But the engineers on the O. & M. to cite no other instance, were not strong enough to secure their rights; it required federation to win their victory. "J. E. S." can afford to meditate upon the facts: it will do him good. "J. E. S." desires to amend the maxim, "in union there is strength," by adding, in harmony there is strength. One of the synonyms of "union" is "harmony." It might be well enough for "J. E. S." to study synonyms, he is evidently a little deficient in that regard. If he will do that, I am satisfied he will realize that the old maxim that has passed the ordeal of the centuries "In union there is strength" does not require amendments by the use of a weaker term. "J. E. S." says the corporation is stronger than the organization. As a general proposition

that may be true, not in every case, but generally it is the stronger. As, for instance, the O. & M. was stronger than the B. of L. E., at least that was the view President Barnard took of the situation. He evidently believed that his corporation was stronger than the B. of L. E. and B. of L. F. combined, but as evidently he did not believe that the O. & M. was stronger than the B. of L. E., B. of L. F., B. of R. C., B. of R. T. and S. M. A. A. And that is the whole story in a nutshell and is deserving of the scrutiny of "J. E. S." and all others who labor under his hallucinations.

"J. E. S." says "capital can sit down at its ease and let labor starve" and yet it is a fact that labor and only labor creates capital. As certain as God made the world, if labor should cease "capital would starve," why not put it that way? There never was and there never will be any conflict between capital and labor. Capital has sought to degrade labor, and in thousands of cases has succeeded. Labor has not had its dues. It is now struggling in that direction. Federation, as in the case of the O. & M. is helping on the good work. (Capitalists don't believe in federation; they believe in the antagonistic attitudes of laboring men towards each other. Why does "J. E. S." try to help capitalists? (An he answer? "J. E. S." asks, did it ever occur to him (me) that fair wages to the switchman, fireman, brakeman, conductor and wiper meant just the same as the engineer is getting? I confess nothing of the sort ever occurred to me, nor do I believe it ever occurred to any sane man in the train service. I believe the conductors have asserted they ought to get the same wages as engineers, that is all. But were it possible for all of these named to get the same as the engineers, would "J. E. S." feel badly over it? If so, why? Is "J. E. S." envious? Does it make him feel unpleasant to contemplate the prosperity of others? On the O. & M., the firemen, switchmen, brakemen and conductors, in a way that challenges the applause of all honorable men, said they would strike if the demands of the engineers for more wages was not acceded to by President Barnard. Let "J. E. S." put that fact in his pipe and smoke it. The Q. & C. affair in which the engineers exerted their power for the weak, federated with the weak to remedy a great wrong, tells the story of how their hearts beat, tells where their sympathies were, and on the O. & M. shortly afterwards the conductors showed their remembrance of the good deeds of the engineers. "J. E. S." makes a sad mistake when he opposes federation by citing instances where federation has won victories. He should cite cases where federation has been defeated. "J. E. S." thinks if he had the time to dissect it (my previous communication) he could combat every sentence by "unanswerable argument." He seems to have had some time, enough I should think to have produced one argument at least.

"J. E. S." says the B. of L. E. have never raised the cry of federation. Let the word "cry" mean "ask," then read Mr. Arthur's telegram to Mr. Sargent. "Engineers have voted to stop. Convene your council." That will do. "J. E. S." says "we are all right and prospering. Let us remain so. When we rise from our meals and call in poorer objects of humanity from the streets to share them with us it will be time for us to advocate the elevation of other workmen in road service." As a locomotive engineer, as a member of the B. of L. E., as one who has experienced the struggle necessary to promotion, I profoundly regret our noble Brotherhood has in its ranks a man who could deliberately pen that paragraph. It does no credit to the head or heart of "J. E. S." It is cruel; it is inhuman. It does the B. of L. E. no credit. Is it to be understood that brakemen, firemen, switchmen and conductors—men who share the perils with the engineers in the road service—are to be classed with the "poor objects of humanity from the street?"

Are the engineers to be classed with *Dives*, and and the "other workmen" in road service to be classed with *Lazarus*? No! No! No! that sort of talk is not reason, it is not argument, and the great body of locomotive engineers throughout the country will never endorse it. "J. E. S." pleads the cause of the corporation even more offensively than

did the O. R. C. He would have the *Engineers' Journal* silent upon the questions of "combinations against corporations," and asks, "How would you like to see the columns of a paper called the General Manager teeming in every issue with plans to crush us?" I wish to be courteous to "J. E. S." I would have been glad to have found one argument in his communication worthy of a moment's thought. But I have not—such questions as that last one are not exasperating, they excite pity. When the General Manager wants to crush labor organizations there is no warning given, the machinery is set in motion a la Austin Corbin. The only hope of labor is agitation, organization and federation. Labor organs are not required to plead the cause of corporations; capitalists can take care of themselves. Engineers, as in the case of the O. & M., frequently have grievances which require federation to settle as justice demands. Federation is combination and the *Engineers' Journal* would do itself no discredit by advocating a policy, which as in the case of the O. & M. was of great service to the engineers and had the out-spoken endorsement of our Grand Chief P. M. Arthur.

Indianapolis, Indiana.

Div. No. 11, B. of L. E.

TAYLOR, TEXAS, May 12, 1890.

MR. EDITOR:—The current number of the *Magazine* was received to-day, and it naturally afforded me great pleasure to read the letters of Bros. Chas. Unwin and A. J. Schmidt. Although I differ with Bro. Schmidt in regard to the "instruction" of delegates, we are as a unit upon the all important subject—the change of name. I believe that the members of a lodge should thoroughly discuss in their meetings all subjects of importance that will probably come before the convention, and if a major portion of the membership are in favor of or opposed to any certain proposition they should "instruct" their delegate accordingly. Each and every lodge that is decidedly opposed to allowing the engineers the right to control the Firemen's Brotherhood should select a delegate who is personally of that belief, and also a man who will not only act as juror but one who *can* and *will* take the position of advocate. In addition to this, the lodge should arm him with written instructions which would be more binding on him and give more force to the position he takes. But the remainder of Bro. Schmidt's letter was such a "matter of felicitation" that I should not argue this question with him.

Alas! My glee at the reading of the letters of Bros. Unwin and Schmidt was of but short duration, for lo! a correspondent from Trenton "unfolds a tale" whose lightest words would make your young blood run cold, etc., etc.

This writer who signs himself "M. P." says "Poor Bro. W. S. Carter, of No. 233! It is a shame to impose upon a little fellow in his first attempt at journalism, and leave his poor, helpless form, etc., etc., etc., all of which you were the author." Bro. C. says he has "come to stay." Come to stay? What for—to whine and beg for your (the editor's) favor? It would seem so, but remember one thing, Bro. C., when you write, "Phillippics (by the way, are they related to tarantulas)" you must expect sometimes to be flipped over the ropes. If you voluntarily undertake to carry a mule don't whine if you get kicked through the side of a barn."

Mr. Webster says that a mule is a "quadruped of mongrel breed usually generated between an ass and a mare, sometimes between a horse and a she ass. When Bro. "M. P." of Trenton, classes our worthy editor as an animal of this character, I do not wonder that he is ashamed to sign his name. In berating me for "currying a mule," it is evident that Bro. "M. P." was struggling to "curry favors," but he was sadly amiss in the ancestors of our worthy editor.

Bro. "M. P." asks if I have "come to stay, to whine and beg for your (the editor's) favor?" In reply I would state that I have "come to stay," to prevent, if possible, Bro. "M. P." and others of his *genus* decaying from the firemen their Brotherhood. Since I have been "staying" I have noticed quite a change in the "style" of the *Magazine*; for instance, compare April, 1889, with the same month of 1890,

and you will see that my "Phillippics" were not in vain. It has been the success of the Firemen's Brotherhood that has exacted from the engineers recognition and respect for firemen. If the B. of L. E. has antagonized firemen's interests, it has been because that organization has been *controlled by engineers*, and the firemen of this country would approach the verge of idiocy if they, of their own accord, were to bequeath the right to the engineers to *control the B. of L. E.* which Order is their only hope for advancement and protection. When both Brotherhoods belong to and are controlled by engineers, firemen may expect to see "contracts" and "agreements" posted on round-house walls which include clauses demanding that "experienced engineers be employed whenever the company requires more runners." In preference to the promotion of firemen who have spent the best years of their lives in the service of the companies which dare not reward them because the "contract" forbids it.

It has been legislation in our conventions favorable to the well paid engineers and destructive to the poorly paid firemen that has brought about the fact that there are *only about one-fourth as many firemen belonging to labor organizations as engineers*, although there are as many of the former working for the railway companies as the latter. If you will add to the membership of the B. of L. E. a number equal to engineers and hostlers in the B. L. F. you will have an army of 40,000 strong. It is said that "comparisons are odious," but never more than in this matter, for it brings to light the fact that only about ten thousand firemen can afford the luxury of a \$1,500 insurance policy. There are probably twice this number of firemen who have not the ability or desire to belong to an "insurance" order, but who would gladly retain a membership in a "labor" organization proper. I fully comprehend the great good our insurance has done in the past, but also am aware of the fact that the country is full of insurance organizations that have as many beneficiaries or probably more than the B. of L. E., but there is only one Brotherhood to which the firemen can turn for *protection*, and it is due themselves that the remaining ten thousand firemen organize themselves into a "forlorn hope" and send delegates to San Francisco who will at least save the B. of L. F. for the firemen.

Some make a grand display of the "cheapness" of our insurance, and use this an argument in favor of increasing the policy; in fact, seem to be proud that our insurance costs less than others. If you will examine into the matter thoroughly you will find that the "cheapness" of all mutual insurance concerns depends upon the number of withdrawals and expulsions. Men invest their hard earned dollars for a year or more and then fail to make a payment and are expelled. They invest, perhaps, as much as one hundred dollars for initiation, dues, assessments, etc., and then drop out without ever having received a cent in return. This is the profit of the business; upon this depends the "cheapness." Those that continue their membership until death are the gainers, while the expelled and withdrawn are the losers. If every member should keep his policy until death it is evident that they will have to pay \$1,500 assessments for \$1,500 insurance (in proportion to their longevity). While the first to die would pay less than this amount, the last to die would have paid more. Some may say that the thousands of firemen who have been expelled for non-payment of insurance assessments are not worthy of membership in a labor organization, but this is not true, for a man's income should not be taken as a standard of worthiness. The B. of L. E. under the present laws is a brilliant success, but if the compulsory insurance was less, more firemen would belong to the Order. Do not think for a moment, Mr. Editor, that because I believe that *compulsory insurance* should be placed as low as \$300, leaving it *optional* with the members as to the number of \$300 policies he receives, that I am dissatisfied with the Firemen's Brotherhood. A few months ago some of our Brothers were greatly exercised at what they believed to be the gross imperfections of this organization. The Brotherhood of Locomotive Firemen did not suit them at all; it was a "breeding-pen," as they claimed, and the "name" was a direct insult to the engineers who had so generously stayed

with us, and above all, it was highly improper for firemen to be so presumptuous as to claim an organization as *their own* which included engineers, hostlers, life insurance agents, roundhouse foremen, etc., in its ranks. In fact, these Brothers were embarrassed at being connected with such an outrageous affair. Other members, including myself, did believe that the B. of L. F. was the proper thing, that the name was perfect; that the *Firemen did own it*, and that because a man had quit firing was no reason that the Brotherhood should also quit. We believed that the B. of L. F. was *all right*, and that those who sought to revolutionize the Order were *all wrong*, and some of us dared to say so in the columns of the *Magazine*, when, jumping Jeho-saphat, the same Brothers who had just wanted to do away with the Firemen's Brotherhood came at us like a Johnstown washout and completely capized us, overwhelming us with a multitude of heinous charges. That mysterious "something" which causes lunatics to imagine others crazy, and drunken men to believe the rest of the world intoxicated, must have acted upon our beloved Brothers when their minds conceived the idea that as "curses of organized labor" and "infirmities" we were "riding on the shirt tail of progress, yelling whoa" and "writing rot" and "phillippics" against the B. of L. F. Poor Bro. Sargent as one of these "curses" and "infirmities" bowed in silent submission to the "castigating pen of Terre Haute." Not only this, but a successor to Bro. Sargent was loudly called for by a correspondent on account of his (Bro. Sargent's) "rotten policy," which "correspondent" was highly complimented by the self-same "castigating pen." It is said that "straws show which way the wind blows." If this is the case it is evident that with *their new name* they will take a new leader. May the Lord forbid!

W. S. Carter of 25.

WELLSVILLE, O., April 14, 1890.

Editor Firemen's Magazine:

Permit me to say that Alexia Lodge, No 96, is in a prospering condition. We have lost very few members of late and are now building up one with new members and the prospects for a large membership are very good at present. For some time back the boys have not been making very good time and that accounts for us not getting new members. The spring trade is now opening up and then the firemen can afford to join our Order. Our road is what is termed a summer road.

Upon the evening of February 18th we gave our third annual ball which was a grand success financially and socially, and was conceded by all persons present to be the finest ball ever given in our town. The one who enjoyed himself, was our Road Foreman of Engines, Mr. S. D. Noragon, who wished there would be another the next night. All persons present enjoyed themselves beyond their expectations. Great credit is due to all the members for the manner in which they conducted the ball, especially Brothers Askew, Heyser, and Brother Kerr who walked through the hall with his new Prince Albert buttoned up to his chin to see that every person was in the right place. We must give Brothers Cable and Askew great credit for conducting the cloak room in the manner they did. I could give names of all the boys, but it will take up time and space that would be more usefully used for other matter. I remain yours fraternally.

Snop.

BUFFALO, N. Y., May 3, 1890.

Editor Firemen's Magazine:

Please record the names of the following members of No. 12, who have been promoted to the right hand side, viz: Brothers Con. Dugan and Cook Mc Nabb, and say, that Division No. 15, B. of L. E., would never be complete until it contained the name of Con. Dugan. Con, we are waiting for you. As for Cook, we will say: It is hard indeed to leave Attica, but you will have to brace up, and give up all of your boyish tricks. If any of the members of the Order do not remember Cook, we will say that he was the brother who showed the Buffalo boys around Toronto, during the eleventh annual Convention, remembering, however, that Cook was sick at that meeting.

More Ann.

WORKING ON A FARM.

Chopping wood for summer,
Fixing up the fences,
Clearing out the barn-yard,
Thus the work commences.
Making coops for chickens,
Shielding them from harm,
Bless me! this is pleasant,
Working on a farm.

Breaking down the cornstalks,
Putting in the oats,
Mending up the harness,
Ringing pigs and shoats;
Hauling out manure,
Digging draining ditches,
Getting mud all plastered
On a fellow's breeches.

Splitting logs for fence posts,
Making wooden wedges,
Fixing broken wagons,
Trimming up the hedges;
Getting out the barrows,
Sharpening the plows,
Cleaning out the stable,
Milking "kicky" cows.

Going through the orchard,
Pruning apple trees,
Driving balky horses,
Making hives for bees;
Working in the garden,
Cutting seed potatoes,
Making beds for onions,
Setting out tomatoes.

Plowing thread like furrows,
In the fertile field—
All are up and doing,
Who expect to yield.
Always in a hurry,
The farmer in his labors.
Thinks it is disgraceful
To be behind his neighbors.

Riding on the mower,
Raking up the hay,
Stowing it all safely
In the mow away;
Following the binder,
Shocking up the grain,
Getting it all ready
For the coming rain.

Gathering the pumpkins
For the cows to eat,
Picking up the apples,
Making elder sweet;
Out so bright and early,
On a frosty morn,
Making side-boards settle
With the ears of corn.

And when my hands were sore,
A moment would I linger,
To have the "schoolmarm" tie
A cloth around my finger,
Thinking while she did it
"What a wondrous charm!"
Bless me! that was pleasant,
Working on a farm.

Geo. W. Hall.

STANBERRY, Mo.

OIL CITY, PA., May 19, 1890.

MR. EDITOR:—Not having seen anything in the *Magazine* from No. 383, I will let you know that we are alive and prospering. The matrimonial fever is raging with Bro. S. Lowrey in the lead and Bro. Harry Bird second. Harry has been running extra on the Pittsburgh Division of the W., N. Y. & P., and was transferred to the Rochester Division on a regular engine; not content with this, he has taken Miss Susie Evans, one of Oil City's fairest daughters to keep house for him with headquarters at Olean, N. Y. The boys of 383 will miss Harry, as he was quite a parliamentarian and also a good official. The best wishes of Petroleum Lodge are with him and his bride.

Martin.

JACKSON, MICH., June 10, 1890.

MR. EDITOR:—At least two years have passed since I have read anything in our valued *Magazine* from a member of No. 240, though I have not failed to read one copy of what I consider to be the best labor journal on the market to-day. Perhaps more of our members think as I do, and if they do it is not difficult for me to understand why No. 240 is not seen in print oftener. I would rather read what men who can write have to say, then torture others with my ignorance. Though I have so frequently read lately that the *Magazine* is ours and should be used by us, that I have concluded, with your permission, to take my share of the space, and in doing so I wish to express myself regarding one communication in particular, signed "Newcomer," page 540, June *Magazine*. I am indeed very much surprised to learn that we have one man among us who would ever allow himself for one moment to advocate such a change as "Newcomer" does in his communication. I consider our insurance the grandest and very best I know of, and surely no man will dispute that the very ground work upon which it rests is the fact that it is compulsory with all members qualified for insurance. Our friend emphatically says our Order is not conducted in accordance with our motto. I claim that he is wrong in that particular if in nothing else.

I find that an insurance fostered at the expense of labor (as he claims ours is) comes much cheaper than that maintained and controlled by what I should call capital. My experience has thoroughly satisfied me on this point. Right here among us, before we had our various organizations, an insurance which was unquestionably inferior to that which we now enjoy, cost us from \$25 to \$31 per year, and we did not have the privilege of paying quarterly, but had to pay annually or semi-annually in advance, in fact, many men never saw the money they paid, but in order to be insured had to give an order on the paymaster, which very much disfigured the amount of their monthly allowance. And was that all we had to pay? No, far from it! In those days we had many men who reasonably declared their inability to insure, and no sooner did misfortune befall them than (in many cases) subscription papers had to be circulated for their relief, and those of us who were at all inclined to do what was right frequently found ourselves from \$1 to \$5 out at the end of the month. And that money I consider was going to strangers, but I cannot consider strangers as "Newcomer" does. He claims that 88 per cent. of our insurance paid out during the past fifteen months went to strangers. In the name of common sense who does he consider as strangers, and who are the members who received the 12 per cent.? Are we not all brothers, and are not the widows and orphans, and aged parents of all our members our charge? Where the strangers are, or how he makes the distinction, I cannot understand. But when a fellow employé does not care to associate with me or assist me in misfortune, or will not even promise to do so while fortune shines upon us, and I am finally called upon to contribute to his relief when misfortune has befallen him, then I consider I am giving to a stranger. I cannot even consider that I am conferring a charity, for I cannot contribute in the right spirit, but simply because others are doing so, or perhaps the person who asks me to donate chances to be a friend of mine, and I do so for acquaintance sake and nothing else.

Now I pay my \$5.75 per quarter and feel perfectly insured, and I believe all my associate members feel the same way, and subscription papers are a thing of the past. If our insurance were not compulsory, I imagine, perhaps, one-third of us would insure, thereby making it much more expensive, and in time of misfortune I am confident it would be as in days gone by, many of our members who did not carry the insurance—unless they were in better circumstances than the majority of us—would have to be assisted in time of misfortune, thereby again introducing the subscription paper and increasing the expense of those who were at all inclined to lend a helping hand.

I claim that any locomotive fireman who earns \$25.00 per month can afford to pay \$1.33 per month toward insuring himself and family against disa-

bility or death, and if he cannot, he will always find his Lodge in readiness to do so for him, provided he is a worthy member and lives true to his obligation. And if he will not do the latter, don't talk to me about his qualifications for membership in a labor organization. If that trifling \$1.33 $\frac{1}{2}$ is going to keep him out, we cannot be benefited by his membership.

"Newcomer" invites us to examine the expulsion lists and see how many men are expelled for non-payment, and how many for being untrue to the interests of labor. I have seen some of these lists, and in a majority we find expulsion for non-payment, but that does not state the case as it frequently is. Men neglected to pay; but why? Owing to their inability? No, far from it; but owing to their penuriousness or selfishness, or perhaps to having spent their money in a way that would warrant their expulsion, even though they did pay their dues. And above all things I can truthfully say this: I have known of many members being expelled, but I have yet got the first man to see expelled who properly applied for relief when he was unable to pay, and I claim that this is right. We are a labor organization, and as such we are organized for protection. Protection against what? Against the oppression of organized capital. But is this all? No, far from it; protection against misfortune, sickness, disability, and in the end against the wolf that may chance to come howling at the door of our dear ones when we have been called to appear before our creator. That is the protection which I want, and I am pleased to know that I am able to get it at so little an expense. I trust there may be few delegates at any of our coming conventions who feel as "Newcomer" does regarding our insurance. With our insurance, the laws of our Order, its management, etc., I have no fault to find. I am proud of it, with one exception, and that is regarding the reports we are receiving of our protective fund. When and how is that deficiency to be accounted for, and how can those delinquent lodges retain their charters if our grand officers are enforcing the laws. With this one exception, I am pleased to be able to say,

I am very truly,

Satisfacere.

MISSOURI VALLEY, IOWA, June 12, 1890.

Editor Firemen's Magazine:

The evening of June 7th will be one long remembered by the members of Climax Lodge, No. 254, B. of L. F., and Division No. 238, B. of L. E. As the two Orders were holding a union meeting in the new hall which they have just fitted up, they were very agreeably surprised by a visit from the wives of the various members. As soon as the ladies' presence was made known, they were welcomed by Mr. L. S. Cook, chairman of the meeting, and for the remainder of the evening the time was passed in pleasant social intercourse and enjoying the contents of the baskets which the ladies had provided.

None of the members of the two Orders here will ever again insinuate that a woman can't keep a secret, as the visit was a complete surprise to all. All the members present enjoyed the evening very much, and hope the ladies will come again.

I think that the wives here could give good pointers as to the best way to manage husbands. At least the married members seemed very quiet, and the few single men present had to do a good share of the talking.

Business here is good, and all the brothers are making fair time. Quite a number of them have been promoted lately, Bro. White to hostling, and Bros. Patching and Calwell to switch engine, from No. 17; Bros. Houston, Ketcham, Miller, Schwartz and Reincohl to hostling, and Bowens, Wolfe, Dickinson, Meanor and Peacock to switch engine, from No. 254.

The members of the B. of L. E. and B. of L. F. now have a pleasant hall, especially fitted up for them, and great praise is due Messrs. Viele, Roberts and Daily, of the B. of L. E., and Bros. Beckman and Shinkle, of the B. of L. F., for the taste they have displayed in selecting the decorations and furniture for it. We are now in hopes that an early visit from our Grand Officers will give us an opportunity to show the good feeling existing here.

Many of the brothers here are in favor of a change of name to something that will include all classes of enginemen, and also hope that some scheme will be brought up for district representation to the convention, thereby reducing the expense to a lodge, and no doubt facilitating the business.

Would like to suggest that the chairman or secretary of the General Board of Adjustment for a system or road be the one appointed to represent various lodges on that system or road. This, I would, I believe, reduce the number of delegates at least one-half, and be productive of better results.

Hope some of the more able writers will give suggestion a thought and let us hear from them about it.

All classes of trainmen and enginemen here are very much in favor of federation, and hope the day is not far distant when we will all be united.

Climax, No. 254

BOSTON, MASS., June 5, 1890.

MR. EDITOR:—In reading over my *Magazine* last month, I notice "Buckeye's" request for so many records of fast runs made by the brothers. I have not made any runs myself, but I fired the No. 14 the Old Colony for an ex-brother of No. 57, the one to which I belong, and we rode from Providence to Boston at no small pace, as can be judged by following clipping from the Boston *Herald*: "One of the fastest runs on record was made yesterday by the Providence division of the Old Colony Railroad by the train which left Providence at 11:20 A. M. under charge of Conductor White and Engine Dustin. The 44 miles to Boston were made in 10 minutes, and, as seven stops were made, the running time averaged better than one mile per minute the entire distance. In old times it used to be a big time to make this run in one hour, with stops." This is the engine from which the cars were taken that appeared in May's *Magazine*, according to the indicators she has made a mile in 46 $\frac{1}{2}$ seconds. At the time I fired her we were being seven and eight cars, and had 165 pound steam. This is my first attempt at writing for *Magazine*, although I am four years a member. Hoping this will not tire the readers, I will close.

Throatt

BOYHOOD'S HAPPY DAYS.

I am old and worn and gray;
Many years have passed away
Since I roved to school a merry fair-faced lad.
The world's grief and care.—
Of them I've had my share;
But thoughts of boyhood ever make me glad.
The schoolhouse 'neath the hill,
Methinks I see it still;
And master's look so kindly and profound.
The old mill by the stream,
I oft see in a dream;
And watch again the wheel go round and round.
In fond reverie I see.
Mother smiling down on me—
For we laid her in the village churchyard green
There is one I'll ne'er forget,
Dear Nell with eyes of jet.
Bewitching ways and form of graceful mien.
Together plucked sweet flowers.
In youth's bright happy hours;
Oh then our hearts knew naught of grief and
The rambles o'er the glade.
The fervent love vows made,
In mem'ry lingers while life does remain.

They have vanished one by one.
From the peaceful village gone;
Companions in those happy days of yore.
Many have won wealth and fame,
Pretty children bear their name.
Shall I ever, shall I ever see them more?
Some beneath the sod do rest,
Flowers above each withered breast;
And birds are warbling forth in gladsome strain
As they did when we were boys.
Oh! the frolic, Oh! the joys,
Those happy days will never come again.

TORONTO, ONT.

John Tierney.

For the Magazine :

TO MY BROTHER.

My brother thou art far away.
In southern climes you roam.
Say, do the flowers more sweetly bloom
Than around thy youthful home?

Or do the dews more lightly fall
On tree, on herb or flower.
Or twilight creep more gently on
Than around thy native bower?

Or do the stars more lustrous shine
From sky of deeper blue,
Or moonbeams fall more bright o'er pine
Than where the elm tree grow?

Do grassy brooks wind through the woods
More playfully and free
And ever merrier as they wander
In innocence and glee?

Do feathered songsters warble there
As pleasantly as here.
Or balmy breezes fan thy cheek
In sunny South as here?

Then hie thee back, we miss thee here
When shadows darken into night.
We miss thee when the stars grow dim
And darkness changes into light.

We miss thy presence when around
The frugal meal we gather.
And when we kneel in humble prayer
O, then we miss thee brother.

Mazie Youngs.

DODGE CITY, KAS., June 5, 1890.

Editor Firemen's Magazine:

Not having heard anything from Old Fort Lodge, No. 347 lately, I desire to say to the brotherhood that Old Fort is still alive and in flourishing condition. We are few in number and owing to rush of business can not hold meetings as often as we desire, but we are not flagging in energy, but all are working faithfully for the brotherhoods. We are adding some good men to our ranks. Bros. John Husser and Wm. Pinkerton have just received a much deserved promotion from the left to the right side. We met Bros. G. J. Lamont and Andrew Hanson, of Royal Gorge Lodge, No. 59, Pueblo, Colo., returning from Topeka, Kas. where they were examined for promotion. It is needless to say that they "got there," as the B. of L. F. boys usually do.

Yours fraternally,

Odd.

HOCHELAGA, CANADA, April 3, 1890.

Editor Firemen's Magazine:

If you will allow me space, I will for the first time endeavor to write a few lines to the *Magazine*. First, I would like to say that St. Adolphus Lodge No. 335, is in very comfortable circumstances, and that our numbers are slowly but surely increasing; we had the pleasure of initiating two new members last meeting, and there are several more which we soon expect to make a stand with us and swell the ranks of our now great Brotherhood. Our worthy Master, Bro. Pring, is running a freight engine, and I am glad to say he has proved himself competent as an express engineer also; he hustled the "306" around on time for a week, and I am sure for speed the express-trains on this division will compare favorably with the fastest trains in the country. Then our Receiver, Bro. Brazeau; he has a French name, but an Irish tongue, especially when talking Brotherhood matters. When the Constitution does not contain the necessary language to make his point clear, he never fails to refer to Parliamentary discipline for backing. Bro. McFall is our esteemed Vice Master, and during the absence of our Master, handles the gavel to perfection. And our Collector is just too nice for anything; he knows just how to make the boys come to time when there is any money to collect. I fancy that I can see him coming for the

next quarter's dues, with receipt book in one hand, pencil in the other, a satanic smile (on his otherwise serene countenance) and a sweet voice of almost childlike simplicity, demanding, in the name of the Brotherhood of Locomotive Firemen, the dues for the next quarter. Oh, yes! Jim is a favorite, especially with the ladies.

Past Master J. Cody, since he commenced running over into Uncle Sam's realm, quite astonishes his simple Canadian cousins with nice smooth language: so smooth in fact, that he never sounds the letter R, but we are always pleased to meet our worthy P. M., to grasp his hand, and bask in the sunshine of his genial smile. Our Chaplain, Bro. M. Cody fills his position with all due honor and respect. I would like to remind our worthy Master that he promised our Chaplain a nice white gown some two months since. Surely our Chaplain's patience must have been severely tested, waiting for the fulfillment of that promise, but he has borne it all without complaint and with meekness peculiar to himself. I am sure it is the wish of the brothers and the Chaplain, that our worthy Master fulfill his promise without further delay. Now, Mr. Editor, I hope you will enjoy a good Easter dinner and be in good humor when you open this letter.

18x24.

NORWALK, OHIO, May 4, 1890.

Editor Firemen's Magazine:

If you will grant me a little space in the columns of your valuable *Magazine* I will let our brothers know that Maple City Lodge, No. 198, is still progressing. Our goat is just having a picnic. We had one candidate at our last meeting and one again to-day and have still another for our next meeting. Business is brisk with us here on the W. & L. E. and the boys are getting all the work they want. There have been two more promotions in the last two weeks, Bro. Suydam is one of them and as he has the hardest run on the road he has the sympathy of all.

Bros. Right and Clark are casting longing eyes over at the right hand side now, being the next ones in the line of promotion. The receiver's duties of No. 198 must be very arduous, for our receiver W. Y. Dennis has been obliged to get an assistant in the form of a wife: the wedding took place at the home of the bride's parents on last Thursday evening and the young couple have gone to keeping house on Seminary street and any of the boys calling around that way will find Bro. Dennis as cosily situated as any one need ask. We think the books must have been sadly in arrears, for nothing has been seen of him since the happy event took place; he was not even up to Lodge to-day, but sent his regrets in the shape of a box of cigars, saying that business of importance kept him away and it is needless to say that his regrets were accepted and that Bro. Dennis and his wife have the best wishes of all the brothers of No. 198. Bro. Clark, our Collector says it is his turn next, but that he will have to wait until the next quarter's dues are paid in, as he had to give all the last to help Bro. Dennis out in his trouble. So boys, get your receipts when you pay your money next time. Well, as I have taken up too much space already, I will shut her off and stop.

Reuben Glue.

A SUMMER REVERIE.

Summer is here and it makes me so lazy.

I'm tired of my work and I want to go free,

To get to the woods, faith I'm almost crazy
If it wasn't for work how happy I'd be.

Now wouldn't it be nice to have plenty of money.

I could wander around and enjoy the cool breeze;
I'd not be long saying adieu to my labors

And be off to the woods, or wherever I'd please.

Of course I would take my "Daisy" out with me.

And a genuine picnic we then would enjoy,

With plenty of leisure and luxurious provisions

And nothing like duty or work to annoy.

With a rest of a month or two out on pasture

A few weeks of freedom from labor and care,

I'd gladly return to my work and my duties

And no more of my grumbings would any one hear.

East Line.

JACKSON, MICH., June 4, 1890.

MR. EDITOR:—That the Brotherhood in this vicinity is socially abreast of the times is evidenced by the fact that the members continue to captivate the most charming belles our society affords. On May 20th Bro. Thos. J. Andrews was married at St. Augustine's Church, Kalamazoo, Mich., to Miss Mamie Gannane. Bro. Andrews is one of our oldest members and for the past three years has been running a switch engine at Kalamazoo. The question was frequently asked why Tom should want to remain there, while so many younger men were going out on the road ahead of him, but the mystery is now fully explained. Evidently Tom knew where his interests were and all the boys agree that he has drawn a prize in the matrimonial lottery. Bro. Andrews did not forget to invite the boys to the wedding and in return they sent him what they thought would furnish his parlor suitably. The happy couple spent ten days at Buffalo and Niagara Falls and on their return stopped long enough to receive congratulations and treat the boys to the luxury of Havanas which were smoked to their good health. Also, Bro. Richard K. Drowley was married to Miss Mary Dannahue on May 27th. Dick was very quiet about the matter but we were all "onto him." Bro. Drowley and bride immediately left for Niagara Falls where they will spend their honeymoon. We have not yet seen them to extend our congratulations, or to smoke to their health, but we hope to have that pleasure in the due course of time.

Yours fraternally,

H. A. M.

CHARLESTON, S. C., June 2, 1890.

MR. EDITOR:—On May 25th, 1890, the representative firemen on the oldest railroad in the United States, viz., The South Carolina Railway, met and organized a lodge of the Brotherhood of Locomotive Firemen, known as Fort Sumter No. 417. Owing to an unusual press of business, Vice Grand Master J. J. Hannahan was unable to come south during the month of May, and he therefore deputized Bro. A. Hutton, of No. 245, to organize and instruct the new lodge, which was done with valuable assistance from Bro. McCormack, of No. 25, Boone, Iowa. The new lodge, although small in numbers, promises to take a prominent place in the ranks, and the firemen, although on the oldest railroad, are not old fogies in their views, but are alive to the questions and interests of the day, and are going to keep up with the procession. Charleston is a fine old city, and the people are noted for their old time hospitality, of which the writer had a full share during the short time he was there. Hoping that some of the members of 417 will exercise their talents in giving an account of their progress, and with best wishes for the future, I am, yours fraternally, H.

SALT LAKE CITY, UTAH, June 8, 1890.

Editor Magazine:

The June number of the *Magazine* just received. I find myself the subject of complimentary remarks. Thanks! In the same note I am charged with "seriously considering the matrimonial problem."

I remember at the Atlanta convention Bro. Debs, in reciting some of the trials of his editorial life, told of one man who addressed him on the back of a postal card as follows:

Mr. Editor: "I am going to get married pretty soon to a nice girl. Please give me a good send-off."

A "good send-off" was what some of my friends were trying to give me. I guess but unfortunately in this case they were running extra in advance of time. On April 3d I took a traveling car from No. 85 and have been from Dakota to Old Mexico and the Gulf, and now am back here; whether to stay or not is not yet known. In the past two months I have met many Brotherhood Firemen and have always received the same warm brotherly treatment wherever I went. A great number of Brotherhood men are employed on the roads of Mexico, and while the pay is good, the diet of red pepper, garlic and a few other ingredients equally bad is execrable. At present all the roads in the South are very dull, and I would advise Brotherhood men to keep away from that country. I find Lodge 178 here in splendid condition, with a candidate or two every week. Most of

the boys are employed on the Rio Grande West which is about to change to broad gauge.

One thing that strikes me rather forcibly is a large percentage of B. of L. F. men who are running engines on our western and southern roads seem to stay and think that the B. of L. F. bill. On inquiry I find that a great many boys favor the change of name, and think that the other changes lately made in the ranks of road employes, the future will bring less of fewer and smaller assessments and more profit generally.

With these few words I will close. I may see next *Magazine* in Portland or Victoria. B. C. In somewhere in my travels I may meet with the city that is necessary to the consummation of changes suggested by my brother in Fargo.

I had, I confess, visionary ideas of Mexican Spanish beauties, with dazzling complexion, guorous eyes, and a poetry of motion; but they were off color, their motion (or lack of it) rather consisted in finding a shady place to lie on and sleep the hours away.

Perhaps some day I will go back to Dakota if some of the boys will take me to a June 1 I may make amends for past rambling and down. In the meantime No. 85 has more candidates for the third degree. I remain as

Fraternally yours

Eugene McAuliffe, No. 85, B. of L. F.

OGDEN, UTAH, April 30.

Editor Firemen's Magazine:

In seeking space in the *Magazine* for an account of the first annual ball of Oasis Lodge, No. 85, with more of a desire to inform the boys throughout the country of the onward march of B. of L. F. in this part of the country, I published its social or financial success. It was as yesterday, that Utah was controlled by who were hostile to the flag of our country, power was increasing and flourishing until the motive whistle announced the advent of the railway train. Ever since that time the men have exerted more influence for the good of home and respect for our institutions, the other factor brought to bear on the existing Foremost in the ranks, were the members of B. of L. F., who to-day receive respect and honor for the good they have done as citizens and members of the Brotherhood. Although Oasis Lodge is long in the circle of the Brotherhood as some of its members have nearly all undergone trials which proved them to be men of worth and possessed of a true brotherly knowledge and spirit of which was displayed in a high degree, in the trial event of April the eighth. The large E. Hall, which had been neatly decorated for the occasion, was crowded with Ogden's best people, those from the surrounding railway rates. Accomplished musicians rendered music to light and satisfaction of all present during the evening, and refreshments in plentiful quantities were served. A fraternal feeling was fostered by the various railway fraternities, and those deserving special mention are Brother Bert and Pyper. B. of R. C.: "P. I." Mund Davenport. B. of R. T.: O'Brien, Miller and S. M. A. A., and Crane of the B. of L. E. members of No. 346, who were untiring in efforts to impress all who came with an idea of kind of men the B. of L. F. was composed. Smith, the efficient Master was there; M. P. lan, who, as he is bald-headed, looked very different introducing the people to one another; Joe, the enterprising brother, who recently saw his whole family of old maids to keeping a big house, and now may be often seen down town tending some farmer "how much carrots are in a bushel;" T. G. Newett, whose dress and satirical look made many people take him for a logical student; M. J. Powers, J. Payne, C. Leigh, J. H. Smith, J. Cummings, N. Smith, Ker, W. H. Hancock, S. Middaugh, A. G. Dix and H. Ward were in attendance. The dance success from every point of view and the B. of L. F. stands prominently among the Orders in Ogden.

H. M.

ELMIRA, N. Y., May 15th, 1890.

MR. EDITOR:—What pleases a fireman the most, next to a good square meal, is to have a nice clean engine; to have her jacket scoured and her brass all polished so that it dazzles his engineer's eyes. The fireman steps down on the ground and the rest of the boys come around and help him to admire her and his satisfaction is complete. He has worked on her only five hours, but she is a dandy and he is satisfied.

His engineer comes around, puts on his over-clothes, grabs his oil can and a wrench and soon he is ready to go. Of course his hands are all oil and he leaves his mark on the handles of the tanks and engine that you have just polished. You wipe them off with a clean piece of waste and think nothing about it. Engineer tries his injector and it works all right; the train comes in and you couple on to it. Engineer looks at his watch: fifteen minutes late and he says: "Bill, we've got to make up that time." A signal to go, bell rings, and engineer pulls her out. Before you have gone ten car lengths she is covered with big black spots from stack to tank. Engineer looks up in surprise and wonders where it comes from. He tries his gauge cocks, opens his cylinder cocks and by way of excuse, says she has only two gauges of water, or, that he had the injector on only a minute, even if she was full before he put it on. The fireman of course must look pleased, grin and bear it, and the first chance he gets go out and wipe her off. Engineer has to ease off to get the water worked out of her.

The next thing to do is to get up his speed, so he lets her down until he gets the fire partly through the flues, and what is left turned partly upside down in the firebox. Bye and bye engineer looks up at steam gauge and the pointer stands at 90 pounds; of course the first question is, "Bill, what's the matter with her," to which Bill would say: "I don't know."

Bye and bye they come to a water tank, engineer jumps down to oil around and fireman looks after his fire. About the time he is hooking her up, engineer will come to the gang way and yell, "hand me down a cold chisel and a hammer." Fireman drops his book, hands them down and begins again. He soon hears another yell and in reply hands down a monkey wrench. They soon get started and everything goes along all right until the engineer begins to sniff around and asks Bill if he smells anything hot.

Bill, of course, has lots of time to look around on his side of engine and the other side too. He smells something hot and they stop to see what it is. It is an engine truck box and Bill carries five or six pails of water to cool it off. Engineer gets oil, waste and necessary tools to pack box. Engineer says, "Bill, won't you crawl under there and pack that box?" Bill, of course, complies. The track is wet, Bill's clothes are moist with perspiration and it will not hurt him any to get them wet a little more. Anyhow the engineer's over-clothes are clean and it would not do to get them dirty. Box is packed and away they go.

They have lost a little time and have got to make it up, so out she comes and down she goes. The pointer goes back, engineer looks pleasant. He tries his gauge cocks, finds four solid gauges and instead of shutting off his injector and giving his fireman a chance, he looks around and again inquires if Bill knows what is the matter. Bill, as usual, does not know. They manage to get along and on hearing the end of their division they receive an order to come right back and double the division. As soon as they get in the yard, the engineer, who is tired, says, "Bill, you put the train away and I will run over to the boarding house and get a little rest." Bill, who is fresh, says nothing but puts the train away and then goes to the boarding house to get something to eat. After eating he goes back with orders to oil her up, and get her on the train and when all is ready, to call the engineer who is taking a nap. Engineer's work is so hard he needs all the sleep he can get and while the fireman's work is easy it is such that he can keep awake even if he gets sleepy. Engineer is called and away they go. Bye and bye they come to a station where there is switching to do, and engineer knowing that firemen like to handle

an engine says, "Bill will you do this switching while I run over there and get a drink?" but I forgot myself, he don't drink. It was a cigar he wanted and he got the last and only one there was in the box; gets back just in time to get on and go. After a while Bill begins to get tired and the pointer drops back a little; engineer looks pleasant, tries his water, finds four solid gauges, but he can't lose any of that so the pointer goes back a little more.

Engineer gets pleasanter and, taking pity on the fireman, says, "Bill, let me try her a while." After doing his best for about five miles and shutting off the injector once or twice he gets her hot and then with the air of a superior being says, "There Bill, see what I can do." Bill takes her and inwardly swears he will keep her hot or die in the attempt. They finally get home, and as business is rushing they are ordered out in three or four hours. Bill completely tired out murmurs a little about going out so soon, but the engineer breaks in with "I am not very tired I can stand it" and Bill goes home to get a little sleep and goes at it again; whereas if the engineer would only say we have worked hard and need rest, they would be allowed to go home and get a reasonable amount of rest, but engineer would not get time enough if he did that. Business keeps good and they need more men and the Master Mechanic comes around and wants to know what kind of an engineer Bill would make. His engineer tells the Master Mechanic that he is a pretty good fireman, but he don't know what kind of an engineer he will make. That is the recommendation Bill gets after doing his engineer's work for several years, but no matter what happens, never say a word. If you do you will know more than your superiors, so just keep still.

Young Silas.

MINNEAPOLIS, MINN., May 12, 1890.

Editor *Firemen's Magazine*:

The May number has arrived, and ain't she a daisy? Why can't every number be as free from "rag chewing" as this one? I think every member of the Order has noticed the change and is pleased accordingly. I hope the tone of the May number will continue for all time, and only changed when it becomes necessary to give to those that need it a mild roast.

Now, Mr. Editor, permit me to say a few words on the new name. The only reason that I have been able to discover for such action is that the present name does not show up the engineers that are members of the Order in their proper light. Now, I am looking at this from an engineer's standpoint, and can say that I do not desire a change nor do I know of an engineer that does. I am running an engine at the present time, and have been for five years, and have been a member of No. 82 for about nine years and expect to be for a good many more, unless I am forced out as hundreds of others will be if the name is changed. That action will not hold the engineers but will force them out, for the engineers very well know that the Order that in a measure keeps their wages up to the present standard and adjusts their grievances is not the B. of L. F. and would not remain with an Order that directly antagonized the one that is doing all this for them. Possibly there are a few non-railroading members that are not satisfied with the present title; if so, I fail to see how a change of name would benefit them. Then, again, there may be a few engineers that have run a switch engine about three months (the time when an engineer is more anxious to be known as such than at any other period) and thinks if his card reads B. L. F., men that he comes in contact with will be onto the fact that he is a plug puller. And, again, perhaps there are a few hostlers and firemen who think that if their cards read Brotherhood of the Foot-board or something very near it, that by keeping their mouths shut and looking wise they might possibly be mistaken for engineers.

The Brotherhood at large will read with benefit the article in May number, signed A. J. Schmidt. It is sensible, it is logical, right to the point and covers the whole ground. Any one that can't draw conclusions from it, simply don't want to. Lodges should take this matter up, discuss it thoroughly, and send a delegate to the next Convention that

will do as much for the Order as the previous one, and if possible, more.

And right here let me remark that any one that is not satisfied with the present name of the Order or its management, had better withdraw and join one that will change its name once a year to satisfy their longing for something new. Will say that 82 is O. K.

When you come this way, "Gene," drop in and see us. Our latch string is always out.

Fraternally, W. C. Wescott.

HINTON, W. VA., June 4, 1890.

Editor Firemen's Magazine:

I noticed a communication from Miss Eva Carol, "A dear lover of the Magazine," in the May number, and am convinced that she is not well acquainted with the boys of 236, or she would not have imputed lack of grit to their negligence in "writing up" their little Mountain City and very flourishing lodge.

As I am one of the Brotherhood boys, I will write about the lodge and let Miss Eva write up the city.

Our lodge is progressing rapidly; the meetings are largely attended, and the boys stand shoulder to shoulder for the good of our Order.

At our last meeting, worthy Master Lyons being absent on account of sickness, Bro. John Perkins acted Master *pro tem.*, and filled the office so efficiently that all say he must be our next Master—that is, if he is not absent election night to see the pet "bar."

We have quite a variety in our Lodge, such as our dignified (?) Chaplain, Dolly Womack, and cow-boy Jack Andrews, who hails from Indian Territory. Then we have Jim, the pugilist. Yes, by the way, we heard he had bought his furniture. What's that for, Jim? We also have a Lilly, not "The lily of the valley," but the Lilly of 236. Next is our great man Butler, who is always on hand with the spoons. But the most prominent of our boys is Little Willie, the ladies' pet, who wishes to go to San Francisco next September. That's right, Willie, take her along!

Our debaters are Scruggs and Ballancee. Boyd and Cobb, Receiver and Collector respectively, are noted Brotherhood men, and do honor to their offices.

If you wish a jolly glass, Tom, our Warden, can accommodate you.

The Lodge is well protected by that powerful animal, the Lyon, he being our master as well as the "Lord of beast."

That waste basket makes me refrain from saying anything more about the boys, only this: Six or seven of the boys have passed from left to the right side of the engine recently, but are still true to the B. of L. F.

I read the Woman's Department with pleasure, and esteem the letters of encouragement from all the ladies, but am sorry Miss Eva Carol, or some other Hinton lady, does not contribute more to that department instead of calling on us. Now, Miss Eva, do you think it fair to declare your love for Shandy while there are so many of us looking for wives here at home? Long life to the Magazine.

I remain yours, fraternally, Grit.

TYLER, TEXAS, April 2, 1890.

Editor Firemen's Magazine:

I desire to say that Sunny South Lodge, No. 148, is prospering, and has about forty members in good standing, and nearly half of them are on the right hand side and are doing well. Our worthy Master, Mike Bannon, when he sits with the gavel in his hand, keeps the boys in order. Brother Kasbery was married last night, and I was present, so there is no hearsay about the matter. We all wish him and his bride good luck throughout their future life, and the prospect is fair for Brother Davis to go through the same motion.

By the way, I will say something in regard to change of name of the B. of L. F. For my part, I am not in favor of it, for the simple reason, the B. of

L. F. has been good enough for the past seventy years, and I don't see why it will not do now. If we have never done anything that we should be ashamed of. Some of the brothers agree that it is only those who are running engines that want to change names. That is not so, for myself and several others here are not in favor of it, and I have been running an engine about three years, and I am bitterly opposed to the change. Don't think for a minute that I say this to hear myself talk. I mean every word I say, although I may not have the approval of some of the other brothers. I am just much like Brother W. S. Carter, of 263. He says you change the name, it will be making against engineer's Order. Now, let us not censure the B. of L. F. too much for what they have done in the past, for we can plainly see that the B. of L. F. is trying to do what is right by us, and as for what Mr. Arthur had to say about Brother Debs at the Dem Convention, I don't pay any attention to such as that. Mr. Arthur has no right to be about with Brother Debs, for I have been reading our Magazine for the past four years and I haven't seen where the editor has ever misrepresented anything about the B. of L. F.'s obnoxious laws, at the same time, he has revealed one of them, and I think by the next convention they will reveal more, provided we don't make laws that will come in conflict with them.

Your friend and brother,
J. W. Buss

MONTREAL, CANADA, May 15, 1890.

MR. EDITOR:—I take the liberty of writing the few lines to express our appreciation to the members of the B. of L. F., Montreal Lodge, for willingly responding to our mournful call. On April 14th Bro. John Cunningham, one of our members, was terribly injured between two drawbars and on April 25th died of his injuries. Great is due to Mr. J. Murphy in getting the members gathered in a body and showing the respect they owe toward our deceased Brother. The day was very uncomfortable, it being very wet, but every man stood his ground. I would judge that 100 persons attended, including the B. of L. E. and B. R. T. We hope and trust no conduct of ours ever disturb that feeling which should ever exist between the B. of L. F. and the members of the M. A. A. of N. A. Thanking them for the business shown us, I remain yours truly,
Journal Agent S. M. A. A., Lodge No. 1

[The incident above recorded bears testimony to the unwavering friendship which exists between the members of the Swiss men's Mutual Aid Association and members of the Brotherhood of Locomotive Firemen, and this is not only the case in Montreal, but throughout the jurisdiction of both organizations. We hope to see some time when members of all the organizations of railway employes will be bound together by the indissoluble ties of fellowship and friendship.—ED. MAGAZINE.]

DETROIT, Mich., June 10, 1890.

Editor Firemen's Magazine:

On Friday, June 6th, Windsor Lodge No. 421, B. F., was organized, and I had the pleasure of assisting our Worthy Vice Grand Master, Brother Hannal, to initiate fifteen members, who, by all appearances, will make 421 a good Lodge. After the meeting, we went to the Crawford House, where a banquet of good things awaited us, and where our Worthy Vice Grand Master told us of the standing of the Brotherhood throughout the country, and the occasion will long be remembered by those who were present. It is to be hoped the next time any of our Grand Masters visit us, they will have sufficient time at their disposal to enable the brethren to show them around.

Yours fraternally,
Joseph Nipp

TWO HARBORS, MINN., May 14, 1890

Editor Firemen's Magazine:

(On the evening of April 18, Itasca Lodge No. 401, gave its first annual ball in Norden Hall. It was a perfect success both socially and financially. About 160 couples participated in the pleasures of the evening. The grand march started at 9:30 and the dancing was kept up to 3:30 A. M., to enchanting music of Hoare's orchestra, of Duluth.

The floor was well looked after by Brothers A. N. Hunter, W. H. Bell, B. L. Seales, P. O'Neil, F. Lemire; Bro. Hunter acting as master of ceremonies. Bro. F. Hickman acted as ticket seller, and our two heavy weights, Bros. Wm. Grosse and O. J. Tenant looked after the door. They each weigh 201 pounds. The company gave us, to our surprise, free, the two special trains from Duluth here and Ely here, a distance of 27 and 88 miles. A vote of thanks was extended to the officials for courtesies shown us, also to Division No. 420, B. of L. E., and Lodge No. 329, B. of R. T., both train crews giving their services free. We desire special mention to be made of Messrs. Geo. Weaver, Chas. Cotter and D. Hays, of the B. of L. E., for assistance given us. No. 401 is in a prosperous condition, having been organized June 23, 1889, with eleven charter members and now having 30 on its roll. We have two engineers in our Lodge, Brothers McGuire and Chas. Penrod. Brother Penrod is pulling passengers between Ely and Duluth.

The engines here are consolidated 20x24. We haul twenty-one empties up the big hill, a grade of 137 and more and 19 loads south. Business here is all iron ore, the company shipping over 800,000 tons last year.

A Member.

ESTABROOK, COLO., May 30, 1890.

MR. EDITOR:—In looking over the April number of the *Magazine* I view an article written by some queer-minded brother from Steven's Point. He refers to the Woman's Department by saying that his *Magazine* is received at the round house so his wife may have no chance of reading it and deriving any benefit, yet he calls her his wife. I think this is poor judgment, and he should even subscribe for a daily paper for her containing the news of the day. She may gain knowledge from both, but I do not think the knowledge of the women interfered with Grover Cleveland's election, and if it did, I would like to know in what way it has interfered with this important person. In treating a wife she should be allowed privileges and his confidence, and not regarded as children, and should move in society and enjoy entertainments, etc. As to flirting by a married man, it only goes to prove that his wife is a good deal better than he is. Now I have served many years as locomotive fireman and for the past three years as engineer and have felt a different disposition in the matter, the same as nearly all others. He branches off from politics to elections of officers in this Order and stands to say that he will work against Bro. Debs and lends him this advice which is very poor indeed. If he is the only one to work against him Bro. Debs will very likely have something to say about the position he holds. This is all I have to say at present except that the brother who wrote the article from Steven's Point had better remain at home and receive medical assistance, for while he may not be light in the upper story, yet he undoubtedly must have a very bad cold in the head.

Yours,

Geo. T. Mock.

Las Animas Lodge, No. 344.

TO MISS MARY E. HARPER.

Dear Ella, take my earnest prayer
For you and those that's to you dear;
May joy increase with you each year
Since you are now eighteen.

May you live happy all your life
Whether as matron, maid or wife;
May you be free from care and strife
When you are past eighteen.

May he you love be kind and true,
(The same advice I give to you)
And every year your vows renew
When you're long past eighteen.

Edward Splaine.

RETRIBUTION.

When a paper last May struck my wondering eyes,
I was knocked out completely, transfixed with surprise.

For I witnessed an item which drove me as high
As a sky-rocket skoots on the Fourth of July.
"Mr. Manager Stone," I perused, "had resigned."
Boys, I shed bitter tears till my optics were blind;
And I said a few prayers for the peaceful repose
Of his soul, with the brine dropping down from my nose.

With a doleful Ochone!
From a heart full of grief,
Boys, I prayed for poor Stone,
Like the penitent thief.

When the spread-eagle rogue was impaled on the cross
And I feel you'll all chorus "Amen" for our loss!

Poor ex-Manager Stone! It is painful to think,
Of the cups full of gall enginemen had to drink
But a few years ago, when your head was so hot,
That your good common sense for the time was forgot.

How you ached for a fight! And you said with some cash

Our old organizations to atoms you'd smash;
Did you do it, avick? Faith! I think you did well,
And you wore a high hat for a brief little spell.

But, acushla, machree!
Poor ex-Manager Stone!
And betwixt you and me,
It cost many a groan.

And about seven millions of dollars or more
Ere the C. B. and Q. flopped us down on the floor.

Devil a prophet God ever gave to the Maguires,
They are good honest boys, and not one of them liars;
But myself blossomed into a sort of a seer,
That could pour simple truths in a rattlehead's ear;
Sure, I told you the time you were fighting so brave,
That yourself and Paul Morton right into one grave
Would be thrown without mercy when dividends ceased.

And the tolls of the Q by your actions decreased.
Where is Morton to-day?

Faith, his swell-head has shrunk,
He was driven away

From the road like a skunk,
And yourself, my poor fellow, must now at some phone
Keep your ears for hellow; poor ex-Manager Stone!

Are the Brotherhoods killed which you swore to destroy?

See our organs and count the new lodges old boy,
They appear to have grown as if magic prevailed—
And the faster they grow when hardest assailed—
And they prove that, instead of old women, they had
A big army of fighters, ferociously mad
To have at you, avick! till they conquered or died.

Till at last, sir, they made you the honors divide.
They are blooming delightful,
While Paul and yourself,
Who were foolishly spiteful,
Are stowed on the shelf;

Tossed to rot in the boneyard, bereft and alone,
Without friends to salute you, ex-Manager Stone!

I am sorry—God pardon my soul for the lie—
When I finish this stanza I'll dolefully cry.
Annasias von Morton, the blatherskite fool
Is to blame for your downfall, he made you his tool;
He concocted the schemes, and you followed your nose.

Till we flattened it out like a pancake with blows.
So you now go to manage a telephone wire,
Just because you were led by that infamous liar.

Now I'll bid you farewell,
Full of language sincere,
Mid hellos you must dwell,
With a phone at your ear.

While the Brotherhoods live and are flourishing, too,
In defiance of Morton, of Perkins and you.

Shandy Maguire.

BOONE, IOWA, May 16, 1890.

MR. EDITOR:—How many secure in their own homes, realize the danger and hardships endured by the boys on the road. Who can tell, save by experience, what a struggle it takes to be always a whole-souled, generous man, such as we find them with few exceptions, always ready to extend a helping hand to the needy and helpless, and all this from a man who is worn out in mind and body. Imagine if you can, the long days, and longer nights, when with tired body and mind, he reaches home, only to be again called out without necessary rest, and sleep. Bad enough when in fair weather, on the daylight run, all things favorable—to leave home, and loved ones, and go out into dangers known and unknown. But how infinitely worse to go in the night and darkness, when the rain falls and the thunder rolls. When every revolution of the wheel carries him farther from those at home, and for ought he knows, may carry him into *Eternity*. To the writer, it seems, that no man living values his home comforts as does this one.

The heart that beats under the blue jacket must possess courage that is sublime, and endurance that is wonderful. All honor to the boys of Connecting Link Lodge, No. 25. We are proud to know them, and to number them among our friends. We might mention a few, were it not that we know the boys are so very modest that they would blush with embarrassment at a well deserved word of praise and appreciation. We wish to make our very best bow to Connecting Link Lodge, No. 25, B. of L. F., and remain,
A Fireman's Friend.

ONEONTA, N. Y., May 26, 1890.

MR. EDITOR:—Not seeing anything in the *Magazine* of late from No. 71, I thought I would say a few words to let you know that we are still on the rails and flourishing. The boys are attending meetings more regularly than ever, and yesterday we did not have regalias enough. I was surprised for we always have them lying around by the dozen. There are two things that make it more binding now. We don't pull any freight on Sundays except the perishable, and then the Lodge has a new by-law which provides that if a member is absent and cannot furnish a satisfactory excuse he has to pay a fine of fifty cents. Bro. E. Kerr makes a good master and I am sure we will prosper under his leadership. But when everything looks bright for some, it seems darkest for others. Bro. A. E. Loucks, who was on the engine that exploded some three years ago, has had the misfortune to lose his wife, who died on the 15th and was buried on the 17th. He has our sincere sympathy. We are to have a grand excursion to Lake George on the 21st of June and thanks to the committee, it has arranged so we can go from Oneonta Lake George and return for \$1.75, including a trip on the steamer across the lake. We would be pleased to have some of our brothers from other Lodges attend, as we don't wish to have all the pleasure ourselves. Business is good on the D. and H., and they have promoted some fifteen during the past year.
G. E. B.

STANBERRY, MO., May 3, 1890.

MR. EDITOR:—As my last, was not consigned to the "scrap pile," I will try again and see what kind of luck this will meet with. No. 56 is in a very good condition considering the chance we have had. We have not seen a Grand Officer of any description since Grand Master Sargent was here July 23d, 1886, at which time he gave us some very good advice, which has not been forgotten by those who were present. With all our bad luck No. 56 is still able to swim with her head above water. She has been a victim of misplaced confidence at three different times. The man that robbed us the first time, has resorted to the great seab "order;" the second was killed in a collision; the third I understand has had the misfortune to be stricken blind in both eyes, and so it goes and should continue with every man that defrauds a Lodge of this or any other benevolent order seeking to do so much good.

Did any of our brothers every stop to think where the most Lodges of the B. of L. F. were situated? I will try and give to the readers of the *Magazine* their location: First comes Illinois and Pennsylvania

with 34 each; New York with 29; Kansas 1 Iowa 24; Ohio 22; Indiana 19; Missouri 18; Tex 18; Wisconsin 12; Minnesota 11; and California and Michigan 10 each, the remaining 32 States and Territories that contain Lodges range from one nine each with one in the District of Columbia and 34 outside of the United States.

In the thirteen States named there are 25 Lodges leaving 147 to be distributed among the balance of the States, British Columbia and Mexico. 1 Brotherhood of Locomotive Firemen extends to every State and Territory in the Union with the exceptions of North and South Carolina, Rhode Island and the Indian Territory according to the *Magazine*.

Decoration day was observed here with the programme.
Yours fraternally,
Calamity Brand

CHICAGO, ILL., May 26th, 1890.

MR. EDITOR:—Having just finished reading *May Magazine*, and seeing so much correspondence from the sister Lodges, I will endeavor to let the world know that S. S. Merrill Lodge No. 18 is on earth, although she has not been heard of for nearly three years. Our Lodge is one of the largest and most prosperous in the West. We have about one hundred members, of whom about 80 per cent. are good active members, and attend meetings when they are in the city. Our worthy W. E. P. Tobias, you will always find in his place at 3 o'clock, ready to call the brothers together, while our little hustler Lou is filling the position of Collector. Our noble Fred tells the boys that helps those who help themselves, and if you need and can't pay your dues, you will be helped. Next comes our worthy Secretary, loaded down with books and papers, right on time, to answer the call and to tell the boys what has been done the two weeks, and what will be done in the next week. We would be glad to see our worthy officers give us a call, and I think we would be pleased for them if they would come and see us.

MOBERLY, MO., May 2, 1890.

MR. EDITOR:—Anchor Lodge No. 54, is prospering and is having applicants for membership at every meeting. Our Master, John Seelye, has transferred to a run that took him away from here, resigned his office and Bro. Joe Stannard was elected to fill the unexpired term, and is making a good master.

The question regarding change of name has been discussed in our meetings and all are in favor of sticking to the old name.

B. of L. F. was engraved on our banner during the struggle with C. B. and Q. And if we were to change the name now, the public would think we were ashamed to stick to the old name, simply because we were defeated in that struggle.

I have been reading the discussion on how to manage a husband, and find that the unanimous conclusion of the ladies is kindness, and I think there is just as much kindness due from the man to the woman, and if both are kind and affectionate to each other the question of management is a dead letter, for there will be no need of it on either side.

Business is very dull on the Wabash just now, and consequently there is a larger attendance at Lodge.

Hoping my first attempt will receive your approval, I am,
B

Our readers may profit by reading the advertisement of the "Cactus Blood Cure," which appears on another page. This medicine is a sure cure for hereditary, or acquired blood diseases, and is highly endorsed by many of the members of the "Brotherhood of Locomotive Engineers" and "Order of Railway Conductors."

H. H. Moran, a member of the latter order, cured of a very bad cancer by it, and is very loud in his praise of it.

Those who are troubled with blood or skin diseases will profit by writing the company as they have skilled physicians in their employ who will advise you by mail free of charge.

Personals.

THE battle cry is "federation."

CHAS. COWDRICK is pushing the *Magazine* in New York City.

S. R. WILD and J. C. Branham are keeping things moving at Mt. Carmel, Ill.

J. P. ALCORN does service as Secretary and Collector for Golden Eagle Lodge No. 78.

GEORGE P. KERN, of Eureka Lodge No. 14, is a thoroughly efficient officer and his heart is in the cause.

FOR a new Lodge, Lake Erie, No. 241, has made an excellent record. Keep on with the good work, boys.

W. E. BRISTOW handles the quill and does the collecting for St. Joseph Lodge No. 43. Bro. B. is equal to every emergency.

GRAND MASTER SARGENT and Vice Grand Master Hannahan have lived on wheels almost constantly during the past six months.

JOHN S. SHEAHAN presides at Cincinnati and as he has all the qualifications of a Master, No. 229 is certain to prosper under his administration.

AT Sedalia will be found one of the most flourishing lodges in Missouri. The boys pull together and have lots of friends on the outside.

W. F. STOCKER, of St. Lawrence Lodge No. 15 is a happy father now and wouldn't change lots with anyone for all the wealth of the world.

THE members of St. Joseph Lodge No. 43 are forging to the front again. Under the leadership of W. E. Sullivan they are bound to get there.

THE officers of Buffalo Lodge, No. 12 are exceptionally well qualified for their respective positions and are keeping "old 12" well abreast of the times.

THE members of Fellowship Lodge, No. 121 are composed of the very best material and as a matter of course the Lodge is in excellent working order.

I. H. CROSSMAN, of 241, the old "war horse" of Buffalo, has had his title changed to the "Prince of the Skating Rink." May his shadow ever increase.

JOHN L. KREBS, Past Master of Fellowship Lodge No. 121, is one of the most popular men in the city of Corning. John is genial as June and one cannot help but like him.

CHAS. ERNST, Master of Tippecanoe Lodge, No. 36, is well and favorably known at LaFayette. Bro Ernst is a staunch supporter of the rights of labor and makes an efficient Master.

GEO. WALKER, vice Master, and S. G. Wells, collector of Empire Lodge, No. 212, were promoted on the same day, and are meeting with well deserved success.

THE Secretary of Lodge No. 160, Bro. R. T. Skinner, is the happy father of a fine baby girl, and all the boys are felicitating him upon his good fortune.

JAMES F. ROODY, holds the gavel at Corning, N. Y., and a better brotherhood man never took an obligation. The members of No. 121 are justly proud of their Master.

D. E. BARRY fills the chair of No. 241 in royal style and has the undivided support of his Lodge. Dan is an old time member and his staying qualities are of the first order.

W. E. BURNS is being urged as a candidate for the Illinois Legislature. Should Brother Burns accept the nomination we have no doubt he would be triumphantly elected at the polls.

THE members of Buffalo Lodge are all in line and some good work is being done there for the Brotherhood.

ONE of the stalwarts of No. 43 is Bro. Kane. Besides being an earnest worker for the Brotherhood, Bro. Kane is a genial, whole-souled gentleman whom it is a pleasure to know.

WHILE at Elmira, N. Y., recently we met a whole host of splendid fellows. Liberty Lodge No. 242 is made up of that kind and when a visitor arrives he is given a cordial reception.

WE are under special obligations to Bro. Sloan, of No. 235, for courtesies shown us while at Pittsburgh. Bro. Sloan is an honor to his Lodge and his fellow members appreciate him at his full value.

GRAND TRUSTEE F. P. McDONALD, whom we had the pleasure of visiting recently, has a pair of twins at his home, of whom he is justly proud. Frank wears the honors with becoming dignity.

J. H. BARTHOLOMEW, who will be remembered as a delegate to the Minneapolis convention, is still an active member of Liberty Lodge, No. 242 and as much interested as ever in the work of the Order.

JOHN L. PHILLIPS presides with ability over Smoky City Lodge No. 219, Allegheny Pa. John is quite popular among all classes of railroad men who appreciate his unselfish devotion to the cause of organized labor.

W. R. JOHNSON, of Tippecanoe Lodge, No. 36, has been running an engine for more than 25 years and yet he has interest enough in the Firemen's brotherhood to serve as Receiver of his Lodge. Bro. Johnson is an honor to our Order and the members of No. 36 are justly proud of him.

FRANK J. THOMER is the leading spirit at Pittsburgh. Bro. Thomer not only works faithfully as an officer of No. 378 but has time to look after the interests of the Brotherhood generally in that locality. Such men are the salt of the earth.

PAST GRAND MASTER J. A. LEACH, the founder of our Order, is located at Sedalia and is still actively engaged in the railway service. "Pap" Leach is held in high esteem by the boys who realize the weight of their obligation to the father of the Order.

FROM all accounts Bro. Guess of No. 402, has some trouble lately in "keeping her hot" and the boys are talking of supplying him with a porous plaster to enable him to keep the pointer where it belongs and get his train in on time.

FRANK T. KORTY is serving his second term as Chief of the Fire Department, of LaFayette, and is making an excellent record for himself. Frank is a member of Tippecanoe Lodge, No. 36, and has worked his way up unaided to the responsible position he now occupies.

MAT. TURNEY, an old and faithful member of the Order, now of Susquehanna Lodge No. 71 and located at Quaker street, N. Y., was promoted last January and has been doing some first-class service at the throttle. Mat. is a man among men and the *Magazine* wishes him uninterrupted prosperity.

BROTHER "BILLY" Hugo presided over the great union meeting at Indianapolis on May 25th with immense credit to himself and the Order. Put a gavel in Billy's hand and he is at home. He always says the right thing at the right time and keeps the machinery lubricated with the oil of good fellowship.

JAMES GABRIEL, Master of No. 361 and delegate to the Atlanta convention, won high honors for his lodge by his efficient services as Chairman of the Firemen's Committee in the O. & M. settlement. Bro. Gabriel looks at both sides of a question and has a just comprehension of the rights of all concerned.

J. J. KNAUFF, Master of Buffalo Lodge No. 12, is becoming celebrated as an expounder of the constitution.

THE members of Lodge, No. 36, LaFayette, Ind., hold in high esteem Miss Johnson, daughter of Bro. W. R. Johnson, Receiver of the Lodge, who renders her father valuable assistance in keeping his accounts and making his returns to the Grand Lodge. Miss Johnson is an accurate accountant and takes pride in having her books kept in first class order.

C. N. TERRELL, Third Vice Grand Master of the Brotherhood of Railway Trainmen, organized an excellent Lodge of that Order at Terre Haute, last month, with 19 charter members. The Lodge is composed of young and active men and if they will continue as they have begun the Lodge will be a credit to the organization, and this the *Magazine* most devoutly wishes may be the case.

C. N. TERRELL, Esq., Third Vice Grand Master of the B. of R. T. desires to express his thanks to Bro. Penn and other members of Cedar Valley Lodge No. 39, for services rendered him in instituting a Trainmen's Lodge at Waterloo, Iowa. Bro. Terrell informs us that he always finds Brotherhood firemen ready and willing to assist him in his work. This is as it should be.

T. H. HAINES, formerly Secretary and Receiver of Boston Lodge No. 57 and delegate from that Lodge to the Atlanta Convention is now running out of Water Valley, Miss., and has joined Water Lily Lodge No. 402, of which he is an active and useful member. The members say that Bro. Haines (hear! hear!) is just the man they needed and is of immense service to them in building up the interests of the Order in the South.

THE *Magazine* is never more in its element than when extending congratulations to its whilom bachelor friends, who, renouncing single solitariness, bask in the bliss of matrimony, and therefore we wish Brother McCauley and his bride a life of joy and prosperity. Brother McCauley, Master of Eureka Lodge, No. 11, was married May 1st, 1890, to Miss Josephine Fentz, of Mineral City, Ind., and are now at home at No. 123 South Noble street, Indianapolis. May their home be as bright and as joyous as one gladdened the eyes of angels.

JAMES MURPHY, Master of St. Lawrence Lodge, No. 15, has at last gone the way of most of the boys, and taken unto himself a wife in the person of Miss McKechney. "Appy Jim!" The boys took the opportunity offered and showed their appreciation of his services for the past few years, by presenting him with a handsome carved oak clock, mounted with two silver shields, one bearing the Brotherhood coat of arms and the other the presentation legend. James richly deserves it and has the very best wishes of all the boys. Long life and success to Jim and lady, not to mention olive branches.

REFERRING to Bro. Geo. C. Watt, the good-looking Receiver of W. F. Hynes Lodge No. 48, a local paper says: "If there is anything that makes a railroad an inner feel happy, it is when everything moves along with an O. K. attached. It seems that Mr. Geo. C. Watt, an engineer on the T. P. & W. has grown up with the road to the position of a first-class engineer: by patience and perseverance he has come to the front rank. Just at present he is about the proudest man in the town. Engine 36, which he run for some time, is just out of the shop, and as the old engineers look over her they say, "Watt, you're lucky." The Master Mechanic has spared neither time nor expense in rebuilding the engine, and she stands a masterpiece of his skill, and is turned over to the care of G. C. Watt again." That's very pretty George, but the question is, where were you when the electric light flashed up?

It affords the *Magazine* special pleasure to announce the marriage of Brother Frances Xavier Hall, member of Northwestern Lodge, No. 82, to Miss Anne Lou Love, daughter of Dr. Abram Love,

of Atlanta, Ga. This happy event occurred July 10th, 1890, and Mr. and Mrs. Hall will be at home after July 10th, at 804 Twenty-second street, near Minneapolis. Ordinarily the circumstance could be dismissed with the foregoing dry statement, but should be said the great happiness that has come to Brother Hall is due in some measure to holding the first biennial convention of the Brotherhood of Georgia Metropolis in 1888, an incident which whatever may be said of marriage proves that convention was not a failure. It was a case, assume, of love at first sight; a love that grew, and culminates in matrimony. Our felicitations are most cordially extended to the happy pair and in wishing them all the bliss heaven has in store for wedded life, we but voice the sentiment of a great Brotherhood of which Brother Hall is one of its most honored members. Indeed, may their life be as bright as the sunny clime of the bride, and their conjugal relations as harmonious as the loving voice of Minnehaha.

Grand Union Meeting

Of Engineers, Firemen, Brakemen, Conductors, Switchmen, to Discuss Federation. Held at Indianapolis, Ind., Sunday, May 25th, 1890.

Since the organization of the Supreme Council of the federated orders of railway employees, in July 1889, we doubt if a more notable meeting of railway employees for the purpose of discussing federation, all of its bearings, has been held than that which occurred in the city of Indianapolis, May 25th, 1890.

This meeting was held under the auspices of the Indianapolis Division, No. 11, Brotherhood of Locomotive Engineers; Capital City Lodge, No. 82, Brotherhood of Railway Conductors; Hoosier Lodge, No. 262, Brotherhood of Railway Trainmen; Indianapolis Lodge, No. 21, Switchmen's Mutual Aid Association of North America, and Eureka Lodge, No. 1, Brotherhood of Locomotive Firemen.

The committees having the matter in charge secured Tomlinson Hall, one of the most spacious and beautiful halls in the West, and at the hour appointed for business, 2 P. M., fully five hundred active workers in the various departments of the service of the railroads of the country were present.

It could be seen at a glance that the men were foundly in earnest, and were present because they desired to become fully advised in regard to the possibilities of federation in the settlement of troubles that might arise between them and their employers.

The audience was made up exclusively of men in active service, and the various orders of employees except the B. of L. E., were represented by some of their Grand Officers, but it is doubtful if any were present more profoundly interested in the meeting or more in sympathy with its purposes than were the Locomotive Engineers.

Mr. William Hugo, member of Eureka Lodge, No. 1, of L. E., and chairman of the Joint Committee, called the meeting to order. He also presided during the deliberations, and felicitously introduced the speakers.

The chairman first introduced His Honor, Mayor Sullivan, of Indianapolis, as a man on all occasions the friend of workingmen. The mayor was received with generous demonstrations of friendship. His welcome to the boys was warm and generous, well calculated to make the visiting boys feel at home. Continuing, he said:

The whole train is here, my friends—the engine

and fireman, the brakemen, the conductor and the switchman. The whole train, I say, is here, coupled together, running in one section and in one direction. So should it always run if you would have safety for the train and the passengers upon the train. I have said that the switchmen were here upon this single train. The figure of speech is true. They may not be upon this train, but they are essentially a part of it. I remember a short time ago, when I came from Danville to this city riding on the engine of the fast afternoon train of the I. & St. L. I know as I sat in the seat of the fireman I almost endeavored to hold the hair on my head. I had but one thought. I was depending upon Providence and the engineer who stood beside me. It seemed to me that the most dangerous part of the ride was when we approached Indianapolis. I would involuntarily catch hold of the seat to prevent a collision with a box car that apparently stood upon our track. But when we came to it the engine went off to one side and the danger was passed, because the switchman understood his business and was doing his duty. Therefore I say the switchman is a part of this train, and without him all of it would not be present. I didn't come here, however, to make a speech, but simply for the purpose of extending to you words of welcome and to express the hope that this meeting will terminate in such a manner as to give you both satisfaction and pleasure.

The mayor's address, though brief, was roundly applauded, and put the audience in a most agreeable frame of mind for further discussion.

Following the mayor, the chairman introduced Col. J. B. Maynard, of Indianapolis, who had been invited by the committee to discuss federation as distinguished from cooperation and amalgamation, and to outline its possible power to confer great benefits in time of need. The Colonel was greeted with expressions of friendship, and spoke as follows.

MR. PRESIDENT: This large assemblage of men, engaged in the railroad train service of the country, is immensely significant.

What is the supreme object in view?

I understand it to be the discussion of federation—the federation of organizations of railroad employes engaged in the train service of the railroads of the country. These organizations represent

Engineers.
Firemen.
Brakemen.
Conductors and
Switchmen.

These men, it is held, have mutual interests, some interests in common, and no one, so far as I am advised, is bold enough to controvert the proposition.

The protection of these interests when assailed, or disregarded, is the problem that has challenged the best thought of the most thoroughly informed men who are members of these organizations.

In solving the problem of protection, much has been accomplished by the organizations, acting separately.

Here and there, now and then, the single organization has been able to achieve success, and quite as frequently—indeed, more frequently—defeat has been experienced.

These facts have brought into prominence—have forced to the front, the inquiry, can something more be done to secure success, when rights and interests are in peril?

The organizations had the old, time-honored maxim, "In union there is strength," staring them in the face. It embodied practical wisdom. It had been utilized in forming the various organizations. It was understood that ten men were stronger than one man, that one hundred men were stronger than ten men, and so on.

But it was found, as has been stated, that the organization, though it had strength, was not strong enough to secure success, to achieve a victory; that one organization against one corporation had little chance to maintain its rights, to protect its interests.

It was furthermore found that the one corporation, with its vast resources of money and means,

was more than equal to two organizations; that in the conflict the right was cloven down and the wrong enthroned. Instances could be cited, but memories are on the alert here to-day, and it is not required that I should particularize.

Taking such things into consideration, what, I ask, could be more in consonance with the logic of events and of facts, than that thoughtful men should inquire: Cannot something more be done to enable the organizations to protect their interests and their members?

It had been demonstrated time and again that one organization, acting separately, had failed; that two, acting in concert, had suffered defeat; but it never had been demonstrated that all the organizations, acting as one, had been repulsed, and it was believed, if all could be induced to act together, an era of victory would dawn; and this belief, this faith in the power of unity, is the bed-rock principle upon which federation rests.

Federation is the climax—the *Ultima Thule* of organization.

Federation is logical and it is legal. It embodies practical wisdom. It is as free from vagary as mathematics. Federation aggregates strength. It is a means of applying power when needed and where needed. It can reach a wrong, however exalted, and pull it down. It can reach a right, trampled into the earth, and place it on high.

Federation can protect the weak, and that it can do that should be esteemed one of its chief glories.

Take the humblest man in any of the Brother hoods, to whom a grievous wrong has been done, and federation can remedy that wrong. Cast adrift, to gratify the whim or spleen of an official—federation can secure for the man a fair trial, a hearing, and a verdict founded in justice.

I am not required to catalogue the grievances of railroad employes, nor could I do so if required. They are numerous and various, often easily adjusted, and therefore the world never hears of them. But grievances are often serious, and involve principles of right which command universal attention. When such cases occur, federation expands to colossal proportions. It is then that the *Supreme Council* exerts its power, and it is then that a victory secured for one is a victory for all.

Notwithstanding such things, there exists in some quarters opposition to federation—predicated, I apprehend, upon misapprehensions of duties, obligations and methods, rather than doubts relating to what federation can accomplish when the federated body is required to act.

Federation as it exists, and as it is advocated, does not require the surrender of any rights or prerogative of any of the federated organizations; that is to say, its autonomy, its right to direct its own affairs, is in no wise disturbed.

In case of grievance, the organization proceeds to adjust it, as at present, and the other orders do not interfere in any way. Nor does the federated body interfere until every other resource is exhausted, nor even then, until required to do so.

The supreme purpose is to adjust the difficulty, be it what it may, without resorting to a strike. All that can be accomplished by discussion, by mutual concessions and arbitration, is to be proposed and urged; and it is wisely held, and it has been demonstrated as a fact, that what *one* could not do, all could do. In cases where one or two organizations failed, all acting together secured the desired result.

There are those who regard cooperation more desirable than federation; in fact, the terms federation and cooperation are regarded as strictly synonymous.

Federation does, necessarily, involve cooperation; but cooperation is not, therefore, federation. Federation is a compact, an alliance, signed and sealed. Its purpose is stated. Its operations are invariably and uniform; while cooperation is incidental, casual, contingent upon something that might occur, and therefore not reliable.

Illustrations are readily suggested: Select your system of railroads. Let it be stated that the Engineers, the Firemen, or any other of the organizations, have a grievance which they are trying to settle. If Federation of all the organizations exists, if the compact has been signed, doubts as to the utility

mate action of all the organizations, when called upon, do not exist. It is known when they will act. It is not a matter to be arranged for the occasion. The organization knows that when the time comes for action the federated body will respond.

In case of cooperation, all is at sea. No one knows what the action of any one of the organizations will be. Two might cooperate, while the others would stand aloof, and as a consequence, while with federation a victory for the right might be achieved, the probabilities are that, relying upon cooperation, the wrong would triumph.

The term, "amalgamation," is often used in connection with "federation," as if the words had some relation to each other, and could therefore be used to express the same idea.

I think such a view a mistaken view. I think it productive of erroneous conclusions relating to the aims of federation in bringing together the various orders of railway employees for mutual protection in time of trouble. There is no amalgamation in the proposition. The federated orders do not mix; they do not blend, mingle and commingle; they do not *fuse*. They maintain their separate individuality absolutely; they become parties to a contract to accomplish certain sharply defined purposes, under rules of their own enactment, and should any one of the federated orders desire to withdraw from the compact, nothing can be done to prevent such an act.

The federation of railway employees connected with the train service of the country has one supreme purpose in view, and that is to afford protection to the weak when their rights are invaded.

And I inquire, who are the weak? Do I indulge in paradox when I say that the strongest are sometimes the weak?

Let A, B, C, D, E represent the Brotherhoods, the organizations in the federated body. Select the strongest, numerically and financially. Say it is in trouble with an all grasping corporation, like the C, B, & Q. The question is, is it strong enough to win the fight? It responds, "No." In that case, the strongest becomes the weak one, and the four other organizations fly to its assistance, and a victory follows. Now, select the weakest of the organizations in the federated body—that one which is the weakest in numbers and in funds. As, in the other case, the grievance is the same. It may call for help sooner. And now comes into view the grand purpose of federation: The strong orders fly to the rescue of the weak, and again victory perches upon the banner of federation.

Do I overdraw the picture? I think not. A number of cases demonstrating the absolute truth of my conclusions come into view. I select only two: that of the Q, & C, and the O, & M., and with all the facts which distinguish these two cases, I would be willing, were I an attorney for the federated orders to submit the case to any jury of railroad men in the world.

I do not dismiss the subject at this point. I believe that federation is good for railroad employees. I believe it will prove an elevating and dignifying force in the solution of many vexed problems. It will afford conscious strength when otherwise doubts would paralyze efforts and men would submit to wrongs rather than fly to greater ills.

I believe, and I have a right to believe, that federation prevents strikes, and that when once fully enthroned, strikes will not occur. I have cited two cases in which, but for federation, strikes would have been inevitable.

I do not say that federation will always prevent a strike, but I do believe, in ninety-five cases out of a hundred it will prevent strikes, and that when nothing but a strike will answer the situation, it will be of short duration.

Nor is this all, but making every proper allowance for the antiquated notions of some railroad officials, I believe the broad-gauged men, who control the railroad interests of the country, at heart hail the coming of federation as a blessing the *actual carrier* of relations between employer and employee fruitful of an era of peace and prosperity.

Why not? A strike is war, and war is productive of asperities. Federation means peace, with all the blessings that flow from a state of tranquility and amity.

This meeting, I understand, is called to promote a spirit of federation, to bring all the organizations of railway employees engaged in the train service of the country into harmonious relations, and I hope, Mr. President and gentlemen, that a purpose so laudable may prove immensely successful.

At the conclusion of Colonel Maynard's remarks, the chairman introduced Mr. W. D. Robinson, of Vincennes. Mr. Robinson's appearance was the signal for storms of applause. The audience recognized in the man not only a veteran railroader, but the man who laid the foundation of the "great national and international" Brotherhood of Locomotive Engineers, and who was its first Grand Chief. He had come down to the engineers and the railroad men present, from a former generation. His railroad life antedated all organizations of railroad employees. A man of culture, of thought and of experience, who had kept abreast of the progressive armies, he was in a position to speak words of wisdom and to give words of advice worthy of being heeded by men of the present generation. His address was as follows:

MR. PRESIDENT: The beneficial results of organized and disciplined action on the part of labor for the purpose of protection have long since passed into history as demonstrated truths, and no longer occupy the field of speculative inquiry or debate. As this survey, of necessity, must be brief, to enter into an enumeration of these benefits and attempt to portray their various forms and magnitude at this time, would, I believe, only appear as a work of supererogation, inasmuch as they are facts so plain that he who runs may read. I believe it safe to assume that 95 per cent. of all the goodly number present have their names already inscribed on the roll of the grand army of organized labor, and here I must state the fact that these organized efforts have not been entered upon by the children of toil for purposes of amusement for themselves or the infliction of malignant mischief upon society. On the contrary, they are now and have been the legitimate outcome of haggard necessity, born of the cold-blooded, remorseless avarice of centralized wealth.

With the history of the fierce struggles of the right against the wrong, the defeat here, the triumph there, it is not the purpose now to deal; our business is now with the present and the future. If we are only true to ourselves, we must not close our eyes to the inexorable truth that we are in the midst of constantly increasing peril, that we are confronted day by day with new conditions which threaten our prosperity and menace our overthrow. Let us strive manfully, with such sagacity as we may possess, to circumvent these agencies and to solve the problem of our deliverance.

In an address which I delivered in this city, twenty-six years ago, you will find the following: "Capital has sharp perceptions and thrifty cunning, and can always afford to wait for its opportunities." In all the intervening years how rapidly its perceptions have developed, how well it has exercised its thrift and cunning, and with what adroitness it has seized upon the first and last of the many opportunities presented for its aggrandizement. The process of consolidation and centralization has gone unceasingly on, until to-day we behold in the great lines of railway on this continent, aggregations of accumulated wealth more colossal than the world before has ever witnessed. Although often appearing as rivals, we know they are constantly pooling their interests in the transportation of passengers and freight, and we believe they also pool their influence, sympathy and power throughout any prolonged conflict with labor. Beyond all cavil or question, the money power invested in the great systems of American railways has already federated its interests in all matters which may concern its relations with labor. It is against these gigantic forces, with all their well known tendencies to imperious dictations and harmful measures, that the five different

brotherhoods of railway employes now find themselves called on by the inexorable logic of events and the immutable law of self-preservation, to fortify. And wherein lies your remedy? Briefly, I answer, federation. I may be wrong; no man can properly claim infallibility of judgment, yet I verily believe this to be the key to the solution of the problem.

I find one of the favorite arguments of anti-federation to be that such a league must embody elements which would embroil a conservative majority in endless trouble for the defense of a restless and turbulent minority. If such an argument be worthy of serious consideration, I reply that a careful review of the constitution and by-laws of each and all of these brotherhoods must establish as much confidence in the conservatism, prudence, sagacity and fair-mindedness of any one of these organizations as of another. Further, I would remind our opponents that unworthy distrust is an end to logical argument, inasmuch as their premises are only conjecture or assumption. And yet another formulates his objection in the plea of unequal representation. In the name of reason and common sense let us inquire if we are to pause at this juncture to calculate the number a man may represent, when it is evident to the most obtuse that his presence fills the last vacant space, closes the circle and completes the defense. I observe that the argument of the opponents of federation are nearly all predicated upon the assumption that it must result in a condition of perpetual trouble between the employer and employed. In the very nature of things, I believe it must result in exactly the reverse. When the railway magnate finds himself confronted by a power equal to any which he can command, will he not be ready in case of disagreement or controversy to call a parley and say, "Come, let us reason together?" Mutual agreement and arbitration must follow and strikes be known only in past history. Speaking of arbitration reminds me that some years ago had any railway employe proposed to submit to arbitration any controversy between himself and his employer, he would only have been regarded as a fit subject for an insane asylum. Now, learning of this plan of federation and knowing and fearing the power it will place in our hands, they proceed to employ one of their tools to introduce a bill into the United States senate, having for its purpose arbitration—under government control—of all controversy which may arise between railway managers and their employes. The bill is so cunningly devised, that should it become a law, is must render nugatory the patient efforts of many years upon our part to better our condition and place our interests in the keeping of men who shall make oath that they are in no wise interested in our welfare.

If the railroad men of this country are on the alert, as they should be in this matter, Mr. Blair, who introduced this bill, may find himself at the conclusion of his nefarious scheme much in the situation of the poll parrot employed by a certain juggler to vociferate and applaud at the end of each act and ask for the announcement of what might follow. It appears the performer had learned a new trick with which he intended to astonish the public. But making a mistake of his combinations his chemicals exploded, knocking him insensible and scattering his paraphernalia in ruin about the stage. The parrot was hoisted by the shock to a lofty perch in the gallery, from which, with scarcely a feather left, but still true to his training he shouted down, "Pretty good trick, what next?" What next, indeed? Should we be surprised should the next trick of these gentry prove to be an attempt to federate with us? In such case we can only remember that when the wolf federates with the lamb it is only a question of brief time before we must expect to find the lamb inside the wolf. Federate only with those whose interests are the same as yours, and arbitrate your differences after methods of your own adoption and have no fear, and remember anti-federation among ourselves is only another name for continued weakness, with never-ending trouble and conflict as a logical sequence.

Let us consider for a moment one other objection which has been offered against federation, to-wit: That a locomotive engineer should consent even in

his own interest to ally himself with those so far beneath him in importance. When any man, no matter what his calling, comes to believe that he alone is indispensable to the consummation of any human purpose requiring the exercise of thought and skill, we can only commiserate him as being afflicted with an alarming case of big-head. The vocation of the locomotive engineer, or fireman, the brakeman, switchman or conductor calls into action the busy brain, the throbbing heart, the strong arm and the steady hand, the quick perception, the mentality of human existence, and no one of all these individuals engaged in the transportation, the carrying trade of the world, is more indispensable to the completion of the one grand purpose in view than another. To the true-hearted American citizen aristocracy I know is a hateful word, yet I trust you will bear with me while I speak of it for one moment. The creation of an aristocracy of birth with the laws of primogeniture and the entailment of estates was one of the first great aggressions upon labor, and yet the titled nobility of Europe has furnished history with many examples of transcendent genius, brilliant talents, heroic deeds of arms and lofty courage. Down the long list appear the poets, orators, statesmen and warriors, philosophers and scholars of profound learning, whose illustrious achievements must forever continue to challenge the admiration of the world. But what shall we say of the aristocracy of wealth, whose ranks are swarming with specimens of the genus homo looking only with undissembled scorn upon industrious poverty, men who gather, and throng, and ride along the gay boulevards of cities, ever striving by ostentatious display, a lavish use of tinseled paint, gold-leaf and varnish, to cover up and conceal the fact that their grandfathers dealt in molasses and meal, or gathered, and bought and sold rags and old iron. Pah! A close observation of these creatures of an hour in spite of their gaudy trappings always leaves upon our minds a distinct impression, audaciously suggestive of the presence of cockroaches and codfish. So let us leave them.

There is yet another aristocracy of whose birth we all have learned, still perhaps in its infancy. Speaking for myself alone I can only hope I may finish my voyage down the river of life and pass to the infinite sea toward which the white sails of every human bark are drifting, my voice forever hushed in the dark waters of eternal silence, rather than live to behold the growth and maturity of a monster with such tendencies to work irreparable mischief, such capabilities for permanent evil to my race, a deformity with such distorted figure, so narrow a visage and such deadly breath as an aristocracy of labor. I have no time or patience to discuss it in detail. I can only denounce it as a goblin of darkness, begot in the lust of human egotism upon the slimy spawn of human ignorance, with cold-blooded selfishness officiating at its birth; and now Humbug, Stupidity & Co. are trying to bring it up on a bottle filled with the meanest kind of false pretense. Many years ago some politician announced that cotton was king, and all the world paid homage accordingly; soon some statistician proved that hay was king; later we hear that corn is king, also of railway kings, and kings, and kings. Has it ever occurred to any of these gentlemen, with their pretty poll prattle, that there is a figure, as yet somewhat in the background, over whose bronzed cheek and active form they have ever striven, to cast the mantle of ridicule or contempt; that this figure is now breaking to the front and emerging slowly, perhaps, but surely from the smoke and dust, and scorn of all the years; that he shall yet appear in the glorious sunlight of true freedom; that, with his honest brow encircled with a halo of justice and truth, he will proclaim to all mankind that cotton, and corn, and all values gathered from the earth or wrested from the sea are his own legitimate offspring and subjects. He will compel the world to acknowledge at last, grudgingly though it be, that the only rightful sovereign of all this fair earth is labor. Labor is on its triumphal march; its banners are fluttering on every breeze; its hymns of deliverance, with federated action as the watchword, are vibrating the air throughout enlightened Christendom, and in the firm-set lip and steady glance we

find proclaimed the lofty purpose to achieve emancipation through methods of labor's own devising and in its own good time. Let him object who may. Brothers and friends, I truly thank you for your very considerate attention, and I will now close with a short quotation from a poem, written by myself and published in the *Engineers' Journal* for June, 1888:

By labor the granaries of the world are filled,
And the marts of commerce and trade.
Of what use were design without labor to build?
The loftiest spire which the sunset doth gild,
Or the lowliest cot in the shade.
Where the artisans dwell in their poor, squalid homes,
Without whose strong arms earth's magnificent domes.
In their grandeur could never be made.
But centralized wealth has a fiendish delight
To see labor its fellows betray:
But let them remember we've passed through the night.
And found that disunion is mildew and blight:
Through long, weary years we've been learning the right,
And darkness is turning to day.
The light has revealed to the workingman's mind,
His anchor of hope and safety combined
Lies in federate numbers, leaving discord behind:
This brings arbitration, and then we shall find
That daylight is coming to stay.

The next speaker introduced was Mr. S. E. Wilkinson, of Galesburg, Ill., Grand Master of the Brotherhood of Railroad Trainmen. It is needless to say that Brother Wilkinson was received with hearty applause. He had come up from the ranks. He knew the toils and dangers of a brakeman, and appreciated the blessings of organization and federation.

Mr. Wilkinson opened his speech with remarks relative to the birth of the various organizations. With reference to the Order of Railroad Conductors, he made a very happy bit by saying that he was glad to be able to state that it had gone down to death a few days ago. Only a few years ago a handful of brakemen had laid the foundation of the Brotherhood of Trainmen, and now it was in a flourishing condition. It was time, he said, that the employees of the great railroad corporations of this country began to learn that they must do something for their mutual interest. They were at last coming to a realization of the fact that they could accomplish nothing without federation. There was a diversity of opinion as to how federation should be effected, but it was conceded on all sides to be the only salvation for the workers, no matter in what form it came. It was time for all organizations to come closer together. They should have more confidence in one another, and not allow petty jealousies to stand in the way of accomplishing this great object.

Mr. Wilkinson retired amidst great applause, and at the conclusion of his address, the chairman introduced Mr. Frank Sweeny, Grand Master of the Switchmen's Mutual Aid Association of North America. The chairman in introducing Mr. Sweeny made a playful allusion to dynamiters, which created a ripple of laughter. In response, Mr. Sweeny said that he did not know why the switchmen should be called 'dynamiters,' unless it was because they had always asserted their manhood. Referring indirectly to the explosions on the 'Q.' road, he said that the association did not take upon itself the responsibility of acts committed prior to its organization. Although the association had been in existence for but five years and was yet in its infancy, it had a membership of 5,000. There should be no controversy on the subject of federation. It was no

longer a theory, but a fact, and as it now stood it was equal to any emergency. Federation would prevent strikes instead of precipitating them, and all sensible and far-sighted railroad officials could not but welcome its advent." In every word spoken by Bro. Sweeny, there was evinced a full appreciation of federation, and a demand on the part of railroad employees to assert and maintain their rights. The cool deliberation which characterized his address demonstrated that the Grand Master of the S. M. A. A. knows the requirements of railroad employees, and has the nerve to assert their rights when they are invaded, and the applause which greeted his remarks indicated that he had struck key notes.

The next speaker introduced was Col. G. W. Howard, Grand Chief Conductor of the Brotherhood of Railway Conductors. Col. Howard was welcomed with great applause, and made a telling speech. He said:

"I have had nearly thirty years' experience in the road business," said the speaker, "and stand before you a radical federationist. If there was nothing no governing power, to prevent an official from pinching you until almost the last vestige of a livelihood would be taken you would be pinched to the extent. We would have to admit there are some exceptions, but that is the rule. This federation of railroad labor will cause the official to pause before he will reduce you to that measure. A federation is to the benefit of the middle official; every official beneath the man who has his money invested in the railroad. Where men are fairly federated an official will stop to see whether he can make the reduction after receiving the order. I have been a district superintendent myself, with 375 miles of territory. I got an order once to make a reduction in the wages of the men of \$1,500 a month. I could not see where I could cut off a cent, but the order was imperative. I had either to make it or step down and out. The boys were not organized; had they been I would have been spared doing this. One month elapsed and I received an order to make a further reduction of \$500 a month to keep the road out of the hands of a receiver. With the stealing that was going on it was easy to see why the road couldn't pay anything on its bonded indebtedness. And that reduction was made because the men were not organized to resist it. At that time I said I hoped I would never again have men under me who were not organized to protect themselves and protect me, and I have done everything upon a railroad from using a pick and shovel up to general superintendent. [Applause.] Unless you stand organized to help yourself the subordinate official cannot help you against the encroachments of capital. Twenty odd years ago when I was a brakeman, our officials didn't have any respect for us at all. We were not organized then. You have, perhaps, been walking along and found a yellow dog in your path; he was poor and friendless and you gave him a kick. But suppose you came along some day and you find a nice fat bull-terrier there. You don't kick him, and I doesn't have to bite you, either, to protect himself. There are lots of capitalists at the head of railroad corporations who would not read a labor paper. There's where they make a mistake. If you read them you have an advantage. There is only one thing that will offset capital, and that is knowledge. When federation is thoroughly accomplished a strike cannot occur unless you have a manager who has not sense enough to grease a gimlet.

"Upon the Southern California road the pay of conductors was ordered to be reduced as much as 25% in some cases. We held a union meeting and asked for an engineer, fireman, trainman and switchman to serve upon the committee. Superintendent Sanborn had ordered the cut to take effect July 1, and we called on Mr. McCall on the 30th of June. Mr. Sanborn was in a hurry about its taking effect, but we surprised Mr. McCall by our promptness. We sent in an ultimatum asking an immediate answer. 'How is this?' he asked; 'you have engineers be-

and firemen: is this a grievance of engineers?" I told him no, but that we were all acting together in this matter. "Hold on boys," he said "I didn't intend to have that cut take effect anyhow." And it didn't.

Mr. Howard said that the officials were afraid of federation, and used every effort to prevent organization among their employes. He concluded with the remark that Chauncey Depew was attending a meeting of railroad men in New Haven, and, no doubt, giving them a large amount of "soft soap," with reference to his great love for railroad organizations."

From first to last Col. Howard kept his audience in an uproar of applause and there was evidence of regret when he gave way for the chairman to introduce Bro. J. J. Hannahan, Vice Grand Master of the Brotherhood of Locomotive Firemen. Bro. Hannahan is one of the most eloquent men on the labor rostrum, and his extensive travels and large acquaintance gives him special advantages in knowing the sentiments of railroad employes on the subject of federation. Bro. Hannahan gave the audience to understand that the sentiment was almost unanimous in favor of federation, and that every sign foretold a day near at hand, when all the orders of railroad employes, in the train service, would be under the banner of federation. Bro. Hannahan said that he hoped and thought that his auditors would go home with the feeling that their only salvation lies in federation. The organization of railroad employes had been brought about by necessity. The time had come when the question arose: "Can the organizations longer remain separate and alone?" Federation must come, and with it a unanimity of spirit. The great strike on the Missouri Pacific was a failure because it had been conducted by a single organization. So it was with the Reading strike. As a result of organization the last named road has been completely wiped out. Harmony and co-operation must be the watch-words, if employes would have their grievances adjusted.

At the conclusion of Bro. Hannahan's remarks, he introduced Eugene V. Debs. In referring to his remarks the Indianapolis *Sentinel* said:

One of the youngest and most eloquent of all the high officials of the various railroad orders is Eugene V. Debs, Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen. His effort yesterday afternoon was a most able one. He began by congratulating the several orders upon their splendid organization, saying that they were all founded on the same basis, and all had the same object in view. They were endeavoring to lift up their members and secure for them their rights. Not a single reason could be put forward why federation should not be inaugurated. Federation implied fellowship. It made all men equal. As a general proposition railroad men were opposed to strikes. The speaker said that there was no man within hearing of his voice who would engage in a strike except as a last resort. The way to obviate the necessity of strikes was to federate. By this means the employes could protect their own interests and those of the railroad corporations at the same time. The speaker referred at great length to the Reading strike, and the subsequent order of President Corbin giving the employes the alternative of withdrawing from their organizations or leaving his employ. They had chosen the former, and were now simply at the mercy of a soulless corporation. It was the spectacle of 30,000 white slaves down on their knees begging for the privilege of earning a livelihood. The speaker said that they were in the power of Corbin, the monumental scoundrel of the age. They were even denied

the right to present any grievances that they might have under penalty of discharge. The despotic rule of Russia could not equal this. After ridiculing the Reading order requiring its train men to have their whiskers shaved off he referred to the C., B. & Q. strike, saying that it had cost the engineers and firemen just \$1,500,000.00 to lead a forlorn hope. The strike was defeated almost before it began simply because federation was not in existence.

At the conclusion of Mr. Debs' remarks, which were heartily applauded, Chairman Hugo thanked the mayor for his presence, and the meeting adjourned.

In closing these notes, it should be said, that the great Union meeting was in all regards a splendid success. Not an incident occurred from first to last, to mar the harmony of the occasion, and it is known that great good was accomplished. During the evening the Lodges of the different organizations held secret meetings for the purpose of discussing federation. At the Firemen's meeting, William Hugo presided and the action of the Grand Officers of the Order, in inaugurating federation under the Supreme Council, at Chicago, June, 1889, was approved by a unanimous rising vote.

It is known, that as a result of these secret meetings of the various orders, federation as it exists with four of the orders engaged in the train service, was unqualifiedly endorsed, and in none of them more heartily than by the Indianapolis Division No. 11, of the Brotherhood of Locomotive Engineers.

AN IMPORTANT TRIAL.

Thos. Hensley of Little Giant Lodge, No. 187, vs. E. V. Debs, Grand Secretary and Treasurer, B. of L. F.

The justice of the Laws of the Brotherhood Established and the Action of the Grand Lodge in the Case of Bro. Hensley Vindicated.

Early in the month of June, 1890, Bro. Thomas Hensley, of Little Giant Lodge, No. 187, brought suit in the Superior Court of Lafayette, Ind., against E. V. Debs, Grand Secretary and Treasurer of the B. of L. F., to secure the payment of \$1,500, upon a claim for total disability, alleging that in April, 1888, he sustained an injury to his spine by a fall from his engine.

To enable him to bring suit in the Lafayette Superior Court, Bro. Hensley made Chas. Ernst and two other members of Tippecanoe Lodge, No. 36, co-defendants in the suit, it being the nearest Lodge to his home, at Winthrop, Ind.

Under a law of the Order, known as the "old law," a member of the Order was entitled to \$1,500 for total disability from any cause whatever.

It was found that this "old law" supplied many opportunities to set up fraudulent claims to deplete the treasury of the Order, and that a change in the law relating to "total disability" was imperatively demanded. This being the case, the Brotherhood of Locomotive Firemen, at its First Biennial Convention, held at Atlanta, Ga., September, 1888, changed the law, and enacted that after February 1, 1889, "total disability" should be restricted to the loss of a foot, the loss of a hand or total blindness.

To understand the case thoroughly, dates should be kept clearly in mind, because the case under discussion hinges upon dates.

Bro. Hensley claimed that his total disability occurred in April, 1888, at a time when the "old law" of the Order was in operation.

The "old law" was changed in the month of September, 1888, at least five months subsequent to the time when the total disability of Bro. Hensley is alleged to have occurred, but up to that time no claim had been made by him.

The law, though it was changed in September, 1888, did not take effect until February 1, 1889, at least

four months after its enactment, and this postponement was designed to enable a member, if he had a claim against the Order for "total disability" to present it and have it adjusted.

In this, it will be seen, that Bro. Hensley had at least *four* months from the time of his "total disability" as alleged, occurred, to February 1, 1890, when the new law went into effect.

During this period, Bro. Hensley set up no claim for "total disability," nor did he set up such claim until August, 1889, at least one year and three months subsequent to the time when the disability is alleged to have occurred, and fully six months after the new law went into effect.

As a matter of course, when the claim for \$1,500 was made, predicated upon alleged total disability, occurring in April, 1888, it was rejected by the Grand Lodge, and hence this suit.

This was the first case the Brotherhood has ever had before a jury, and it was tried before Judge Everett. The attorney for the plaintiff was W. H. Rhodes, Esq., and for the defendants, Messrs. T. W. Harper and W. H. Bryan.

The point at issue was, Has an Order the right to change its laws? Numerous authorities were produced, and all doubts upon that point were dispelled and it was made clear that an Order does possess the right to make such changes as it may deem wise and prudent.

It was shown that Bro. Hensley knew of the law and had obligated himself to abide by it.

It was shown that Bro. Hensley, if he had a just claim, had ample time to present it and have it adjusted before the new law took effect.

After the testimony was all submitted and the case had been argued, on motion of Mr. Rhodes, attorney for Bro. Hensley, the case was dismissed, and the action of the Grand Lodge in rejecting the claim was fully established.

The point the Grand Lodge made in the case was, that under the law, it had no authority to pay Bro. Hensley \$1,500, or any other amount, upon his alleged total disability, and that having postponed making his claim from April, 1888, to August, 1889, the law effectually barred his claim. This view of the Grand Lodge was sustained by the Lafayette trial.

A few reflections are in order. *First*, The laws of the Order will stand the test of the courts. *Second*, The members of the Order should make themselves familiar with its laws, and live up to their requirements. *Third*, In matters of insurance the laws are designed for the protection, not only of the membership, but of the Order as well. In matters of payment the law, not sentiment, governs. When the law is complied with, payments are *certain*. If the laws are violated, those who violate them suffer. It is inevitable.

Grand Chief Arthur on Federation.

Chicago Rights of Labor.

At a meeting of the Brotherhood of Locomotive Engineers at New Haven, Ct., on last Sunday, Chief Arthur is reported as saying:

"I am opposed to our brotherhood forming an alliance with any other class of labor. Character makes the man and without that no organization can succeed. I attribute our success to the fact that we have kept aloof from all other organizations. Our policy has been in plain solid English: 'Mind your own business.' When the brotherhood federates with any other organization it will forfeit the respect not only of the public at large but of the employees."

It is altogether probable that the Grand Chief remarks on this occasion were influenced by the presence of Chauncey Depew for it is well known that Mr. Arthur belongs to that class of labor reformers who imagine that the labor problem is solved when he can get his feet under the table of a millionaire.

Chief Arthur is entitled to his opinion, ever man is, and therefore if his remarks fail to meet the approbation of that "other class of labor" he attributes it to the fact that they misunderstand him or do not agree with his aristocratic notions on the labor question. Chief Arthur is opposed to an alliance with "other classes" of labor and says, "Character makes the man and without that no organization

can succeed," clearly intimating in a very broad manner that other labor organizations are characterless. There was a time when this "Grand" Chief was a common fireman, a hostler, when he belonged to that "other class labor." Consequently, there must have been a time when Grand Chief Arthur was without character; this is not our assertion, but the logical conclusion of his own remarks. The question naturally recurs, When did Peter M. Arthur cease to be a man without character? Was it when he exchanged the coal shovel for the throttle valve, or when he exchanged the throttle for his present position at \$5,000 a year? It must be confessed that "Grand" Chief Arthur has an exceedingly low conception of what constitutes character if he means by his remarks that the fireman, the brakeman, the switchman or section man is any the less a man of character because of the position he occupies.

There has been various reasons assigned by various persons for the loss of the "Q." strike by the "Twin Brotherhoods," and Chief Arthur now gives the true reason. In that strike the engineers condescended to take "pot luck" with the firemen and switchmen, or, rather, the switchmen concluded to try "pot luck" with the firemen and engineers; therefore the strike was lost: for, says the "Grand" Chief, "I attribute our success to the fact that we keep aloof from all other organizations." *Ergo*, when we make common cause with other organizations we fail as in the "Q." strike.

When the Brotherhood federates with any other organization it will forfeit the respect not only of the public at large but of the employers." The press report says this remark was enthusiastically applauded by Chauncey Depew, who also arose and indorsed every word uttered by the Grand Chief. Why not? Jay Gould would have indorsed it; so would Austin Corbin. The very thing these representatives of monopoly want is to keep the various organizations of labor from federating. If they can't adopt the old chestnut of dealing with their employes as individuals, they will do the next best thing and deal with them as separate organizations. The railroads will unite to regulate the freight and passenger traffic, and to black list and break up labor organizations, but for labor organizations to federate—what a horrible thought!

It is consoling to know that "Grand" Chief Arthur does not speak for all the engineers of the country. In fact, we doubt whether he even speaks for a respectable majority of them. The Brotherhood of Locomotive Firemen is rapidly absorbing the other organizations. A majority of the men who graduate from the shovel to throttle don't care to change their camps when the change involves a separation from their old associates by an arbitrary caste originated by Grand Chief Arthur. The result is that firemen who are promoted to engineers who join the B. of L. E. do it for the same reason that a New York dude says "lift" instead of "elevator" to be on good terms with the "better clawes," because "it's English, you know." The more progressive and most intelligent retain their membership in the B. of L. E., the membership of which is increasing in a much larger ratio than the B. of L. E. The effort of the Grand Chief to prevent federation is simply "kicking against the pricks." His careless talk may retard but cannot prevent that desired consummation.

An Engineers' and Firemen's Barbecue.

The Austin (Texas) *Statesman* of May 22d, gives a lengthy account of a grand gathering of the people at the Brotherhood Barbecue on the Gabriel, some five or six miles from Taylor Texas, May 21st, where there were fully 2,000 people in attendance. Says the *Statesman*: "Besides the music furnished by bands from different places and a really sumptuous spread of barbecued meats, and other inviting features, there were interesting addresses by Hon. Geo. W. Parker, of Taylor, orator for the Brotherhood, Hon. R. M. Hall, candidate for Governor, Col. T. R. Bonner, one of the Receivers for the International Railroad, and Capt. W. H. Lovelady, candidate for State Treasurer. Mr. Parker, in his address, contended 'that there should be and could be a better understanding between railroad men and their employes.' He discussed the propriety of establishing

a tribunal with power to settle disputes between them, and took high ground in favor of affording railroad employes some respite from labor, especially on Sundays." The meeting seems to have been a grand success in all regards, and the addresses delivered indicate a desire on the part of the speakers to place employer and employes in harmonious relations.

G. W. HOWARD, Grand Chief B. of R. C., organized a division of the order at Ft. Gratiot, Michigan, June 3d, with thirty-seven charter members. That's business, and proof that conductors believe that protection protects.

THE MEN WHO THINK.

We have often said that those at the top in railway management could derive much wisdom from those at the bottom. Managers are often perplexed by problems that may be readily solved by brakemen, firemen, clerks, operators and section men. All reforms in railway management come from below. It is the man below who thinks and thinks deeply. It is the man below who has the most intimate practical knowledge of the particular duties he must perform. It is the able man below whose unwearied brain is capable of the deepest thought.

Harassed by a multiplicity of cares, each demanding immediate thought and action, it is not strange if those at the head of railway management often fail to give prompt attention to suggestions relating to the various improvements in appliances, which may possibly be in the interest of economy or safety. Nor is it strange that those farther down, are often, in advance of managers in obtaining the mastery of grave problems relating to railway operation. Among the tens of thousands yet struggling at the bottom, it must be remembered that there are giant intellects, possibly not fully developed, still at the same time capable of brilliant thought. While it may be considered the peculiar province of those who have already risen to fame and occupy the high places in railway management to lead in thought, in the directions indicated, yet the vigorous, fresh and unwearied minds of the men whose duties require only healthy physical exertion, more often voluntarily give birth to the ideas that lead in the march of railway progress. While the president or manager in his private car inspects his vast system at the rate of sixty miles an hour, and drives a weary and exhausted brain at a much slower speed, pondering the unsolved problem of perfect safety in railway operation, the train dispatcher, conductor, brakeman, engineer, or fireman, with vigorous and unwearied brain is studying all the possibilities of derailments or collisions, and the section men or section master is carefully noting the effect of the fast special, a tremendous freight engine, upon each rail, spike, tie and bolt. Hence it is, in the discussion of the various railway problems we often find correspondents of the *Gazette*, though occupying humble positions, advancing original ideas of the greatest value. As we have said there are thousands of able men at the bottom. Some of them will be the great and brilliant managers of the future. Others equally as able, not favored by circumstances, will not. All of these men must think, and they think deeply. There is work, never ending work for the hands of the able employé, but he

must also furnish work for his vigorous mind, which is in perfect health and capable of the greatest exertion, since his physical health is also perfect. What is more natural than that he should exercise his mind upon problems that concern him very nearly?

Then let no brainless fool sneer because those occupying humble positions in the service, take part in the discussions of the various railway problems through the *Gazette*. Some of them are the coming managers of the future; others will deserve to be. Though their ideas may not be readily expressed, yet they often give birth to great thoughts. They are often in the advance in the solution of the most vexed and intricate problems.

The editor of the *Gazette* can point to scores of his correspondents of ten years ago, who to day are occupying the most responsible official positions in the railway service.—*Railway Service Gazette*.

TOLLING UPWARD.

From the period when the workingman was the absolute dependent and slave of the agricultural lord and the industrial master up to the present time, the history of real civilization has been the history of labor organization. The lords and ladies, the aristocracy of the earth to day, are not one whit advanced by any method of marking advancement over the aristocracies of the time of Queen Elizabeth. The workingman has written history and made history to write. He has fought his way from a place in the lord's stable to a place in government greater than a lord's; from the last place of society recognition to the first place in the world of thought to-day. From the time when he was considered too base to even fight the battles of his king and country, he has advanced until now, when kings and countries dare not go to war, except avowedly to advance in some direction the welfare and the opportunities of the man that works. All laws are made in his name, and pretendedly for his benefit; all functions of government are exercised for his gain; all officials bow before him. He who was least has become greatest; the last is now first, the servant has become greater than the lord.

The advancement of the workingman has not been simply the advancement of a class, it is rather the absorption of the energy and thought of the race into one channel—the useless has been abandoned. The masses have become greater than the classes and have ordered peace. The militarism of the class has been supplanted by the industrialism of the mass. The calloused hand was once the mark of disgrace and inferiority; it is now the badge of honesty and worth. The man of leisure must now apologize; he must show cause why he and his class shall not be shut out from the world of respectability.

And in proportion as men have stopped fighting and commenced working, in the same measure as they have left the unrealities of social distinctions for the realities of every day life, the world has advanced. Industrial freedom is the mother of political liberty and of every other kind of liberty. The workingman made the Declaration of Independence a possibility, and his blood gave its prin

ciples force and effect. These principles stand to-day facing the eternities, the only refuge and hope of the children of men.

As the ideas developed by the organization of laboring men finally overthrew the political tyranny of the king, whose power rested solely upon force, so to-day the organizations of labor are fighting and will finally overthrow the enemies of industrial liberty, whose power rests solely upon fraud. Justice is the science which determines the natural and true relationship of man to man, and freedom is the unrestricted operation of the principles of that science. The organizations of labor are fighting for liberty and to establish justice. They are fighting, not for the artisan, but for the human being—for man, woman and child. They are fighting for the homes against the castles. They are the guardians of American liberty and American equality—before the law.

They uphold the government, and without the support of the man who works the government could not stand twenty-four hours. Whoever foolishly attempts the denial of their rights and principles "kicks against the pricks" and proclaims himself an enemy of justice and law based on equality. Who so fights against them is a friend of social anarchy—the anarchy of the times when the lord of the castle owned the man in the field, his wife and son and daughter, and did with them as he pleased. He is a renegade to right. Like unto him are the proprietors of the *Item*.—*Labor Union*.

GROWLS AT WOMEN.

When a woman gets cross she gets cross at everybody.

Smile at some women, and they will tell you all the troubles they ever had.

When a woman can wash flannels so that they will not shrink she knows enough to get married.

A woman is never so badly in love that she does not try to find out the cost of her engagement ring.

One of our delicate women will never admit that she is hungry. She will say she is feeling a little faint.

There is only one thing that pleases woman more than to be referred to as a dove, and that is to hear a man referred to as the hawk.

A woman never becomes so intelligent that she learns that it is no pleasure to others to hear her coax her children to speak a piece.—*Atchison Globe*.

AN ARTISTIC DRAWING.

Young Artist (displaying a picture)—This painting is entitled "Jonah and the Whale."

Possible Purchaser—Where is Jonah?

Young Artist—You notice the rather distended appearance of the whale's stomach midway between the tail and the neck?

Possible Purchaser—Yes.

Young Artist—That's Jonah.—*Philip Welch*.

THOUGHT HE'D STOP OVER.

A new story was afloat on Prince Russell Harrison at the Fifth Avenue Hotel last night, and is credited to W. W. Dudley. It occurred on the Prince's recent visit to Europe. On the way over he told his fellow passengers that he should not stop in England at all,

but should hurry right through to Paris. At Liverpool it was noticed that Russell was preparing his baggage with an eye to stop in London.

"Why, Mr. Harrison," said a fellow passenger, "I thought you weren't going to stop in England?"

"Well," said the Prince, "it's this way: If the Prince of Wales should go to America and pass through Washington without stopping to call on father, we'd think it was darned queer, and so I thought I'd stop over here a few days and pay my respects to the Queen."—*New York Star*.

STORY OF A DIAMOND NECKLACE.

A very wealthy man gave to his wife some years since a diamond necklace which cost him \$75,000. Paris.

Her brother, under peculiar circumstances, disapproved. The family was in unspeakable grief. The great corporation whose assets he had made way with was quite willing to compromise the felony if it could be recouped pecuniarily. Taking her diamond necklace to a world-renowned establishment, she asked for how much it could be duplicated in paste, and was told that for \$2,500 a necklace absolutely a reproduction, absolutely undetectable by expert tests, could be made in three months' time. It was ordered, paid for, the original sold, the brother was saved. Shortly after that, perhaps a few years thereafter, this lady, who was in what our contemporaries call "high life,"—that is, she was rich,—attended a charity ball, situated her box, resplendent in costume, magnificent in decoration, her necklace so far outshone the jewelry of her friends and neighbors as to be included in the reportorial description the following day in the chief paper of the city.—*New York Press*.

THERE were altogether about three hundred distinct epidemics of influenza in Europe between 1713 and 1782, when the disease was first noted at Malia, and in 1729 the whole of Europe suffered severely. According to statistics published by the Novoe Vremya, the disease caused 308 deaths in London in one week, and in Vienna sixty thousand persons were affected. In 1757 and 1743 there were further outbreaks, the deaths in one week in London amounted to ten thousand. In 1775 domestic animals were attacked by it. In 1782 forty thousand persons died of it in St. Petersburg in twenty-four hours. In St. Petersburg quinine is now served out daily to the troops, mixed with vodka.

A WIDE DIFFERENCE.

Wife (whose husband has explained to her the mysteries of poker)—It seems very simple. I suppose one can play it as well as another.

Husband—No, there is a great difference in play. There's the man who can play poker, and there's the man who thinks he can. The latter is the one who has to write a check.

GASTRONOMICAL ITEM.

Waiter (to party from the country, just seated)—Here's a bill of fare, sir.

Gentleman (from the rural district)—Now, what's here? If you think I'm gwine to pay any bill, I'll fetch till I've had something to eat, you're bet yourself. Fetch on your vittles first.

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

JULY, 1890.



Grand Dues Notice.

1890-91. \$1.50.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1, 1890.

Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that the amount of One Dollar and Fifty Cents (\$1.50), for Grand Dues for the year ending July 31, 1890, is now due and must be paid on or before August 1, 1890. Any member failing or refusing to make payment of his Grand Dues as above required, will stand expelled, said expulsion taking effect August 2d. Collectors are required to deliver their returns for Grand Dues, together with the proper assessments, to the Receivers of their Lodges not later than August 5th, and Receivers are required to forward the same so as to reach the Grand Lodge later than August 10th, as provided in Section 5 (Page 44), of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Quarterly Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1st, 1890.

Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to section 50 of the Constitution, you are hereby notified that the dues for the quarter ending October 31st, 1890, (such amount as may be determined by the several lodges, provided in no case it shall be less than \$5.00 dollar), are now payable, and must be paid to the Collector of your Lodge on or before August 1st, 1890. This amount will be in full payment of Subordinate Dues and Beneficiary Assessments, as provided in section 134 of the Constitution. All beneficiary members now enrolled, and all those admitted prior to October 1st, 1890, are liable for the full amount of Quarterly Dues for said quarter. All members admitted during October (from the 1st to the 31st inclusive), are exempt from payment of Quarterly Dues for said quarter, as provided in section 131 of the Constitution. Any member failing to make

payment as above provided, will be expelled from the Order, as per section 51 of the Constitution, said expulsion taking effect August 2d, 1890, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1, 1890.

To Secretaries of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 51 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their Grand Dues for the year ending July 31st, 1891, also for Quarterly Dues and Protective Fund Dues for the quarter ending October 31st. The names of said members must be reported to you by the Collector of your Lodge not later than August 2d, and by you reported to the Grand Lodge immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold Subordinate Lodges liable for their assessments, as per Section 53 of the Constitution.

Fraternally yours,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Notice to Receivers.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1, 1890.

To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified, as provided in Section 56 of the Constitution, that no beneficiary assessment is required for the month of July, 1890, and that therefore none has been levied for said month.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Protective Fund Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1st, 1890.

To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to section 215 of the Constitution, you are hereby notified that the Protective Fund Dues for the quarter ending October 31st, 1890, amounting to seventy-five (75) cents, are now payable, and must be paid to the Collector of your Lodge on or before August 1st, 1890. All members now enrolled, and all those admitted prior to October 1st, 1890, are liable for the full amount of Protective Fund Dues for said quarter. All members admitted during the month of October (from the 1st to the 31st inclusive), are exempt from payment of Protective Fund Dues for said quarter, as provided in section 131 of the Constitution. Any member failing to make payment as above provided, will be expelled from the Order, as per section 51 of the Constitution, said expulsion taking effect August 2d, 1890, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Notice to Custodians of Protective Fund.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1, 1890.

To Custodians of Protective Fund:

SIRS AND BROTHERS:—Pursuant to Section 215 of the Constitution, you are required to forward to the Grand Lodge, not later than August 1st, a report of the Protective Fund of your Lodge for the quarter ending July 31st, 1890. Two blank forms have been forwarded to your Lodge for this purpose; one copy of your report is to be filed with the Lodge, and one copy to be forwarded to the Grand Lodge, as above provided.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., June 1, 1890.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month of May, 1890:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$160	71	\$148	141	\$120	211	\$110	281	\$56
2	12	72	172	142	172	212	72	282	54
3	106	73	78	143	100	213	42	283	84
4	126	74	36	144	100	214	57	284	136
5	110	75	181	145	67	215	110	285	118
6	64	76	61	146	44	216	44	286	92
7	172	77	210	147	76	217	12	287	92
8	182	78	110	148	218	12	288	94	358
9	80	79	71	149	219	102	289	14	359
10	96	80	62	150	130	290	78	290	10
11	154	81	222	151	130	291	67	291	74
12	376	82	201	152	102	292	50	292	34
13	234	83	124	153	36	293	11	293	42
14	100	84	132	154	36	294	64	294	364
15	100	85	122	155	67	295	12	295	42
16	68	86	138	156	62	296	99	296	52
17	102	87	60	157	36	297	61	297	61
18	88	88	121	158	178	298	61	298	61
19	88	89	14	159	82	299	96	299	66
20	70	90	102	160	112	300	56	300	28
21	146	91	71	161	12	301	60	301	36
22	26	92	70	162	218	302	10	302	72
23	38	93	121	163	78	303	41	303	28
24	112	94	116	164	104	304	80	304	62
25	112	95	210	165	104	305	46	305	36
26	139	96	74	166	178	306	112	306	56
27	150	97	172	167	178	307	91	307	68
28	98	98	70	168	100	308	42	308	66
29	60	99	160	169	100	309	84	309	56
30	60	100	66	170	81	310	50	310	380
31	52	101	171	171	106	311	50	311	58
32	108	102	98	172	106	312	52	312	84
33	108	103	300	173	243	313	56	313	58
34	102	104	48	174	100	314	74	314	46
35	54	105	72	175	100	315	136	315	36
36	100	106	66	176	11	316	104	316	38
37	102	107	152	177	68	317	38	317	38
38	112	108	50	178	100	318	11	318	76
39	54	109	92	179	80	319	30	319	56
40	110	110	56	180	16	320	106	320	54
41	80	111	138	181	21	321	31	321	30
42	30	112	70	182	102	322	18	322	22
43	104	113	120	183	98	323	16	323	40
44	110	114	184	184	62	324	38	324	44
45	134	115	60	185	62	325	46	325	44
46	86	116	111	186	178	326	56	326	78
47	162	117	91	187	30	327	74	327	42
48	124	118	50	188	168	328	30	328	38
49	86	119	50	189	76	329	24	329	30
50	212	120	174	190	12	330	60	330	36
51	92	121	98	191	88	331	58	331	60
52	110	122	62	192	150	332	81	332	40
53	56	123	194	193	51	333	100	333	24
54	196	124	82	194	126	334	54	334	46
55	70	125	60	195	51	335	61	335	80
56	52	126	66	196	112	336	30	336	26
57	314	127	86	197	96	337	108	337	30
58	128	128	60	198	66	338	52	338	40
59	164	129	100	199	88	339	68	339	24
60	22	130	112	200	270	340	60	340	38
61	146	131	92	201	66	341	60	341	26
62	104	132	100	202	91	342	412	412	18
63	70	133	112	203	118	343	38	343	44
64	82	134	94	204	26	344	64	344	36
65	72	135	80	205	91	345	28	345	44
66	102	136	54	206	42	346	32	346	46
67	144	137	56	207	126	347	36	347	46
68	86	138	80	208	80	348	102	348	48
69	130	139	209	209	31	349	76	349	48
70	60	140	128	210	60	350	58	350	40

Balance on hand May 1, 1890 \$51,348 75
Received during month 31,902 00

Total \$86,250 75

DISBURSEMENTS.

By claims 217, 218, 219, 220, 221, 222, 223, 224,
225, 226, 227, 228, 229, 230, 231, 232, 233, 234,
235, 236, 237, 238, 239, 240, 241 \$37,500 00

Total balance on hand June 1, 1890 . . . \$48,750 75

Respectfully submitted,

EUGENE V. DEBS, G. S. & T.

Acknowledgments.

SMITHVILLE, ONT., April 7, 1890.

To the Officers and Members of Charity Lodge, No. 5,
Brotherhood of Locomotive Firemen:

GENTLEMEN:—Through your valuable *Magazine* I wish to thank the members of Charity Lodge, No. 5, for their great and unceasing kindness to my dear brother, Wilber, during his brief illness. Received draft for insurance with many thanks. May Heaven's blessing fall upon the members of your noble Order is the wish of one in sorrow.

EMMA MCCOLLUM.

WAUSAU, WIS., April 24, 1890.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I received to-day through Mr. C. Donnelly, a draft for \$1,500, the full amount due on the insurance of my son, Thomas D. Baker, for which I wish to thank each member and the Brotherhood in general. I shall always remember the Brotherhood with gratitude for kindness received and for what they did for my son. May your Lodge prosper is my sincere wish. Yours very gratefully.

Harriet C. Baker.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—During the recent sickness of my husband, which proved fatal on March 19, 1890, and during my deep sorrow consequent upon the great affliction, the Brotherhood Lodges in Massachusetts and Rhode Island, furnished many proofs of sympathy, for which I desire to return my grateful thanks. The tokens of kindness were appreciated by my husband during his sickness, and will never be forgotten by myself. I also desire to express my gratitude to the Superintendent of the N. Y. P. & B. R. R. and his subordinates for their kindness toward the widow of an engineer.

Yours truly,

MRS. J. C. UPDIKE.

DE HERD, TENN., April 24, 1890.

To the Officers and Members of Monte Sano Lodge, No. 279:

DEAR SIRS AND BROTHERS:—Allow me to express my heartfelt gratitude to your noble Order for the draft of \$1,500.00 received on the policy of my devoted brother, Virgil E. Cooper, who was snatched away from us in the twinkling of an eye in a railroad accident at Madison, Alabama. Hoping that the kindness and sympathy shown us through the Brotherhood may be bread cast on the waters and that other sisters may receive benefits through your noble Order is the wish of your sincere friend.

MAGGIE P. COOPER.

YOUNGSTOWN, April 4, 1890.

To the Members of Holbrook Lodge, No. 378, B. of L. F.:

GENTLEMEN:—We desire through the columns of the *Magazine* to express our sincere thanks to the B. of L. F. of Holbrook Lodge, No. 378, for their beautiful floral tribute and their many acts of kindness to our son, Shearman H. Neely, through his brief illness, and the respect shown him after death; also to members of other Lodges who called upon him and showed him acts of kindness. May the blessings of heaven rest upon you, one and all, is the sincere wish of his parents.

MR. AND MRS. C. M. NEELY.

Address Wanted.

DENNIS DRISCOLL—A member of Gate City Lodge, No. 93, left Keokuk about two years ago. When last heard of he was at Morgan City, La. Any one knowing his whereabouts will please correspond with his sister, Mrs. R. L. Starkey, 623 S. 2d street, Keokuk, Iowa.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.
E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.
E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.
BOARD OF GRAND TRUSTEES.
F. P. McDONALD Chairman
Board of Trade Building, St. Joseph, Mo.
C. C. SUTHERLAND Secretary
Goodland, Kansas.
C. A. WILSON Jersey City, N. J.
GRAND EXECUTIVE BOARD.
HARRY WALTON Chairman
317 Bell St., West Philadelphia, Pa.
W. F. HYNES Secretary
835 Eleventh St., Denver, Col.
J. J. LEAHY 2627 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN Gloster, Miss.
C. J. SINGLETON L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
Meets in Union Hall at 2 P. M., every Sunday.
James H. Fordyce, 13 Church St. Master
William Uhlman, 18 Crawford St. Secretary
G. E. Carmer, 151 W. Main St. Collector
Charles E. Barkman, 101 Pike St. Receiver
James H. Fordyce, 13 Church St., Magazine Agent

2. SPARTAN; Monon, Ind.
Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.
Thos. F. Doran Master
Chas. M. Hill Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Clint Williams Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.
C. W. Martin, 121 Academy St. Master
D. W. J. Mahoney, 421 Summit Ave. Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
S. Simpson, 100 Irving St., Rahway Magazine Agent

4. GREAT EASTERN Portland, Maine.
Meets in B. of L. E. Hall, 53 Temple St., 1st and 3d Sunday.
F. H. Pember, 89 Lincoln St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. H. Pember, 93 India St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.
A. N. Darragh, Box 1273 Master
C. W. Dyer, Box 1273 Secretary
James Ballentyne, Box 1273 Collector
W. J. Hatch, Box 1273 Receiver
G. Corbett, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.
F. W. Gratiot, Box 296 Master
Alexander Williams, L. Box 212 Secretary
Michael Rabbitt, Box 18 Collector
Wm. H. Wonder, Box 4 Receiver
D. J. Roach, L. Box 18 Magazine Agent

7. POTOMAC; Washington, D. C.
R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 29 Virginia Ave., S. W. Secretary
J. T. Gregory, 407 6½ St., S. W. Collector
Wm. C. Jasper, 628 Pennsylvania Ave., N. W. Receiver
H. A. Wilvert, 29 Virginia Ave., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., alternate Saturdays at 2 P. M. and alternate Saturdays at 7 P. M. next.
Jerry Scott, 420 Morgan St. Master
A. J. Ebersol, 427 Crawford St. Secretary
T. W. Weaver, 700 W. Munson St. Collector
J. F. Cramer, 614 W. Owing St. Receiver
Jas. K. Fairley, 406 Travis Ave. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.
F. J. Kistler, 212, 214 S. High St. Master
C. C. Coit, 998 Pennsylvania Ave. Secretary
S. L. Cranford, P. H. Round House Collector
F. J. Kistler, 212, 214 S. High St. Receiver
Leonard Lawrence, 800 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
August H. Buse, 42 Michigan St. Master
A. G. Laubscher, 18 Seward St., West Cleveland Secretary
A. G. Laubscher, 18 Seward St., West Cleveland Collector
T. P. Curtis, 41 W. Madison St. Receiver
A. G. Laubscher, 18 Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.
Abram M. Vanatta Master
C. A. Stevenson, Box, 108 Secretary
Elvin Teel Collector
J. W. Sinclair, L. Box 96 Receiver
Abram M. Vanatta Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
J. J. Knauff, 238 Fifth St. Master
Hugh T. Maloney, 41 Fifth St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 70 Michigan St. Receiver
Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
George E. Hull, 336 Communipaw Ave. Master
Henry Kline, 128 Van Horn St. Secretary
Edward F. Jones, 111 Pacific ave. Collector
Wm. J. Lewis, 225 Whiton St. Receiver
A. Neigert, 15 Hamilton St., Newark Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W. Washington St., fourth floor, every Tuesday at 8 P. M.
Chas. McCauley, 136 Randolph st. Master
Geo. P. Kern, 77 E. Morris St. Secretary
E. J. Kline, 631 North West St. Collector
W. J. Hugo, 123 S. Noble St. Receiver
Chas. McCauley, 123 Noble St. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
James Murphy, 65 Mullen St. Master
James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
A. Blair, 32 Favard St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.
Frank Dupell, 922 N 9th St. Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Balersdorf, 203 N 12th St. Collector
C. A. Bennett, 1004 N 9th St. Receiver
E. W. Bundy, 702 N. 14½ St. Magazine Agent

241. LAKE ERIE; Buffalo, N. Y.

Meets in B. of L. E. Hall, 421 S. Division St., Alternating Fridays, at 7:30 P. M.
 Daniel E. Barry, 552 Swan St. Master
 P. W. Springweller, 145 Monroe St. Secretary
 P. W. Springweller, 145 Monroe St. Collector
 I. H. Crossman, 500 Swan St. Receiver
 F. H. Goodenough, 653 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2 P. M.
 John Finlay, Jr., 505 Fulton St. Master
 Harry F. Millins, 851 Magee St. Secretary
 J. Hungerford, 825 Norton St. Collector
 Harry F. Millins, 851 Magee St. Receiver
 Percy P. Davies, 519 Penn Ave. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Sundays at 9 A. M. over B. of L. F. Hall, Ohio Block.
 J. S. Evans, Eylan. Master
 W. F. Rowe, Box 210, Texarkana, Ark. Secretary
 E. H. Evans, Bonham. Collector
 C. J. Neff, Texarkana, Ark., Box 64. Receiver
 J. J. Holmes, Bonham. Magazine Agent

244. T. P. O'BOURCE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30 P. M.
 P. C. Winn, 225 Blue Island Ave. Master
 G. M. Whitmore, 1148 S. Grenshaw St. Secretary
 E. Atkins, 2549 30th St. Collector
 Chas. J. Lynch, 356 W. 12th St. Receiver
 Elmer E. Crawford, 5360 School St. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay Sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 J. R. Stelts, 64 W. Broad St. Master
 Adam Hutton, 271 Bull St. Secretary
 Adam Hutton, 271 Bull St. Collector
 John Murphy, Galliard St., 3 doors from Burrough St. Receiver
 C. Z. McArthur, C. R. R. shops. Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
 J. I. Davidson, Congress St. Master
 T. E. Jordan, cor. 3d and Boundary Sts. Secretary
 W. H. Lofley, 704 3d St. Collector
 E. P. Almy, cor. 3d and Boundary Sts. Receiver
 H. Swansburger, 1425 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 W. H. Hollingsworth, R. & D. R. R. Shops. Master
 Geo. W. Manning, 53 W. Simpson St. Secretary
 T. E. Landen, W. & A. shops. Collector
 Chas. W. Fisher, 106 E Simpson St. Receiver
 J. C. Burnett, 79 Davis St. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1:30 P. M.
 William Rose. Master
 John C. Espy, Box 305. Secretary
 Dan. L. Cook. Collector
 Wm. M. McGregor, Box 416. Receiver
 H. S. Redhead, Box 226. Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon. Master
 R. J. Aspin. Secretary
 Robert Cross. Collector
 Alexander Melville. Receiver
 P. F. Roach. Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
 E. L. Riley, Box 112 Ashley. Master
 Peter Becker, 15 Ralph St. Secretary
 R. H. Digory, Box 130, Kingston. Collector
 Charles Van Why, Box 73 Ashley. Receiver
 Elmer E. Butz, Ashley. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.
 Wm. H. Spencer, Box 275. Master
 John McAllister, jr., Box 176. Secretary
 Lafayette Wildonner, Box 275. Collector
 Charles Roberts, Box 275. Receiver
 Wm. H. Spencer, Box 275. Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Mondays at 7:30 P. M.
 J. C. Strawbridge, 709 Locust St. Master
 Lafayette Fridy, Box 683. Secretary
 Joseph Dennison, 640 Chestnut St. Collector
 Martin M. Hinkle, 711 Walnut St. Receiver
 H. A. Bennett, Box 531. Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.
 Chas. W. Scott, 24½ Grant Ave. Master
 Robert Stackhouse, 697 Broad St. Secretary
 Thos. H. Decator, 45 Hart Ave. Collector
 Frank P. Parsons, 175 Brunswick Ave. Receiver
 Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
 W. T. Mahoney. Master
 A. F. Dickinson. Secretary
 A. F. Reinckel, Box 524. Collector
 P. J. Farrell. Receiver
 J. T. Heatwole. Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.
 James M. Zorn. Master
 W. S. Ballou, 704 S. C St. Secretary
 J. E. Drennan. Collector
 Samuel S. Small. Receiver
 Charles Stuart, Purcell, Ind. Terr. Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in Slater's Hall every Sunday, at 2:30 P. M.
 Joseph McMahon. Master
 M. D. Finn, Box 113. Secretary
 J. B. Clark. Collector
 M. H. Lintz. Receiver
 M. H. Lintz. Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 Charles Miller, Box 56. Master
 Aubyn W. Allison, Box 218. Secretary
 John W. Cullen. Collector
 James R. Smith, Box 187. Receiver
 J. McPherson, 111 Kansas ave., Trinidad, Colo. Magazine Agent

258. BENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Edward Norton. Master
 Chas. W. Arnold, L. Box 29. Secretary
 John M. Green. Collector
 Fred. Shirk. Receiver
 Oliver Newland. Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.
 William Buckley, 316 Third Ave E. Master
 William Buckley, 316 Third Ave E. Secretary
 Ferd Godfrey, Box 929. Collector
 William Buckley, 316 Third Ave E. Receiver
 J. M. Rummel, Merchant's Hotel. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.
 G. E. Hanford, 1730 O St. Master
 Ralph Smith, Box 107. Secretary
 G. F. Hickey, Box 107. Collector
 C. W. Osborne, Box 107. Receiver
 H. C. Carragher, 321 P. St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 A. L. Crew Master
 John J. McInnis, Box 119 Secretary
 Charles McDonald Collector
 Chas. D. Martin Receiver
 John J. McInnis, Box 119 Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.
 Fred. A. Sproule Master
 John T. Neilsen, jr., 47 Medland St Secretary
 William Hyndman, Box 61 Collector
 James Mahoney Receiver
 Wm. B. Ritchey, 41 Hook Ave Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall 1st and 3d Thursdays at 2 P. M. and 2d and 4th at 8 P. M.
 S. M. Bridgewater, Box 10 Master
 E. P. Curtis, L. Box 72 Secretary
 W. H. Pipkin, Box 10 Collector
 S. M. Bridgewater, Box 10 Receiver
 W. S. Carter, L. Box 10 Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 E. E. Sweeney, 27 Wyoming ave., S Butte Master
 J. Hatter, 114 Wyoming ave., S. Butte Secretary
 John Alexander, 22 Wyoming ave., South Butte Collector
 J. E. Sweeney, L. Box 11, South Butte Receiver
 B. C. Hankla, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 Jas. Leech, 525 S Division St Master
 George Schaufele, 672 5th ave Secretary
 H. L. Brown, 427 Cass St Collector
 L. A. Ogden, 233 Center St Receiver
 S. Ide, 64 Monson St Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 2d and 4th Sundays at 1:30 P. M., in Dugan Hall.
 W. H. Buntin Master
 J. M. Golden Secretary
 R. B. Nichols, Box 120 Collector
 M. Purdy Receiver
 E. Doner, Box 497, Antigo, Wis. Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave Master
 J. E. Coyne, 121 Pacific Ave Secretary
 A. H. Flynn, 87 Pacific Ave Collector
 Wm. T. Donner, 98½ Aliz St Receiver
 P. J. LeSueur, 56½ Verret St Magazine Agent

268. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Harry McDougall, 78 W 2d St Master
 Harry McDougall, 78 W 2d St Secretary
 George M. Kohn, 230 Poplar St Collector
 J. S. Keane, 106 W Main St Receiver
 George L. Stein, 34 W 3d St Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 6th St Master
 H. E. Jordan, 401 W. 4th St Secretary
 H. E. Jordan, 401 W. 4th St Collector
 George W. Snyder, 56 Storrs St Receiver
 H. E. Jordan, 401 W. 4th St Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in G. A. R. Hall, 2008 Cedar Ave. South, 1st Sunday of at 1:30 P. M., and 3d Saturday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S Master
 Patrick Perusse, 1,837 22d St., S Secretary
 R. F. Humphrey, 22d St., between Cedar and 19th Ave. S Collector
 George Cavanaugh, 2426 Fort Ave Receiver
 J. D. Shewmaker, 1,854 24th Street South Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 1st and 3d Sundays at 2 P. M.
 Theo. F. Ayers Master
 William Weiler, Box 25 Secretary
 Chas. E. Force Collector
 William Weiler, Box 25 Receiver
 M. T. Dickerman, Box 81 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays at 3:30 P. M.
 John S. Eveland Master
 Jeremiah Desmond Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets in P. O. S. of A. Hall, Cor. Arapahoe and 14th Sts., every Monday evening.
 Wm. Bratton, 1,245 S. 6th St Master
 John P. Dale 1140 12th St Secretary
 R. B. Hind, 1024 S. 7th St Collector
 John P. Dale, 1140 12th St Receiver
 E. A. Schlereth, 911 S. 9th St Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.
 G. G. Davis Master
 C. F. Jordan Secretary
 E. H. Hyde Collector
 B. G. Mosely Receiver
 W. C. Mosely Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Master
 C. I. Smith, C. & O. Round House Secretary
 W. A. DeMaine, C. & O. Round House Collector
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
 Fred. Clutterbuck, Box 624 Master
 C. S. Austin Secretary
 Henry Andrews, North Bend Collector
 Robert Bunt, Box 624 Receiver
 James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Joachim Sts., 2d Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Barnard, L. & N. Shops Receiver
 Theady Green, L. & N. Shops Magazine Agent

278. WHITE BREAST; Laredo, Tex.

Meets in I. O. O. F. Hall, Sundays at 2:30 P. M.
 J. E. Franklin Master
 P. G. Lovenskold Secretary
 P. G. Lovenskold Collector
 W. B. Metcalf Receiver
 J. B. G'Sell Magazine Agent

279. MONTE SANO; Tusculumbia, Ala.

Meets in K. P. Hall 1st Saturday.
 R. P. Taylor Master
 H. H. Burkhart Secretary
 J. W. Smith Collector
 H. H. Burkhart Receiver
 S. M. Hall Magazine Agent

280. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.
 W. W. Buttler Master
 Chas. D. Crane Secretary
 James Kennedy Collector
 Jacob Myers Receiver
 J. H. Latham Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 2d and 4th Sundays at 9 A. M.
 Geo. J. Flynn, Box 61 Master
 W. H. Martin, Box 61 Secretary
 J. F. Conlon, Box 61 Collector
 R. D. Corey, Box 61 Receiver
 L. Barnhart Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minniear Secretary
 Grant Lafferty Collector
 Harry Standring Receiver
 C. H. Tennyson Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 Peter Wentz, Jr., Hallstead, Pa. Master
 E. Edinger, Box 67 Secretary
 W. B. Trowbridge, Hallstead, Pa. Collector
 R. B. Trowbridge, Hallstead, Pa. Receiver
 S. H. Wells, Hallstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Levi H. Rude, 54 DeWitt St. Master
 Ed. A. Ferrill, 82 Spring St. Secretary
 John Scannell, Box 1124 Collector
 William A. Fyfe, 129 Rosette St. Receiver
 Ed. J. Kenney, 196 Cedar St. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Robert H. Osmond, 55 Allen Place Master
 Emery E. Bill, 27 Vine St. Secretary
 Henry Vanderburg, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
 Will F. Carle, 609 N Washington Ave. Master
 Will H. Moore, 110 Kirch St. Secretary
 F. J. Hill, 829 N. 3d St. Collector
 Will F. Carle, 609 N Washington Ave. Receiver
 Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave. Master
 W. E. Burkett, 923 16th St. Secretary
 E. K. Gerhard, 1313 18th St. Collector
 F. A. Davis, 1923 13th Ave. Receiver
 Jas. J. Anthony, 1903 Union Ave. Magazine Agent

288. EMMET; Etherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. S. Houltshouser, Box 5 Master
 P. J. Sullivan, Box 48 Secretary
 A. S. Houltshouser, Box 5 Collector
 E. S. Robinson, Box 102 Receiver
 Frank Little, Box 35 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Segasser, 153 Cowart St. Master
 J. C. Gilbreth, 618 Cowart St. Secretary
 J. A. Hartsock, 153 Cowart St. Collector
 Garrie Vanarsdale, 153 Cowart St. Receiver
 Garrie Vanarsdale, 153 Cowart St. Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
 T. H. Hart, 416 Washington St. Master
 C. E. Lowe, 610 Clay St. Secretary
 J. T. Hart, 416 Washington St. Collector
 Fred Ogile, 412 Washington St. Receiver
 L. R. Bickel, 1206 1st St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Schielein Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.
 Geo. A. Carman, Sackman St., near Liberty Ave. Master
 Geo. W. Bruno, 180 Hull St. Secretary
 W. J. Cox, 45 Snodgrass St. Collector
 Thomas H. Smith, 793 Monroe St. Receiver
 John A. Bolger, 12 Hull St. (E.D.) Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 8 A. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 J. R. Phelps Collector
 M. C. Andrews Receiver
 C. N. Kidd Magazine Agent

293. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sunday 3 P. M.
 H. J. Kimbell, Box 5 Master
 Henry A. Heberling, Box 646 Secretary
 Hugh A. Fagan Collector
 Henry A. Heberling, Box 646 Receiver
 Thos. D. Harrington, Box 265 Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St, 1st Saturday and 3d Thursday at 7 P. M.
 Frank H. Rowley, Box 262 Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 H. A. Wells Receiver
 H. A. Wells Magazine Agent

295. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady St, 1st and 3d Sunday.
 Martin L. Mitchell, 801, Swift St. Master
 F. W. Duncan, 110 W 5th St. Secretary
 Geo. Daugherty, 614 W 4th St. Collector
 Martin Gillin, 813 Swift St. Receiver
 D. H. Moriarity, 1409 Perry St. Magazine Agent

296. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2 P. M.
 M. T. Osborne Master
 Peter Crossen, 707 Garfield Ave Duluth, Minn. Secretary
 B. W. Pink Collector
 Thos. R. Taylor, Box 466 Receiver
 Dan. F. Lantry Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 George T. Shirley Master
 C. E. Buehler Secretary
 Harry Delahunt Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
 B. L. Hardaway, Box 46 Master
 Robert M. Gilkey, Box 119 Secretary
 H. Neate, Williston Collector
 Geo. McLean Receiver
 John W. Goss, Glasgow, Montana Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
 George W. Reed, Box 93 Master
 B. W. DeHaven, Box 592 Secretary
 Peter Beck Collector
 E. R. Colvin Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 8 P. M.
 W. H. Henry, Box 49 Master
 A. S. Hewitt, L Box 834 Secretary
 A. S. Hewitt, L Box 834 Collector
 Wm. H. Williamson, Box 153 Receiver
 Harry F. McLean, Box 831 Magazine Agent

- 301. GREEN MOUNTAIN; Lyndeville, Vt.**
Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norris Collector
W. C. Baldwin Receiver
T. G. Averill Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. P. Smith, Box 261 Master
C. Y. Hood Secretary
A. A. McPhee, Box 387 Collector
Dennis Lowney Receiver
T. F. Hunt Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets in Schlitz' Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 159 Park St. Master
J. M. Rathbun, 180 Jackson St. Secretary
J. J. Corcoran, 159 Park St. Collector
Moses Cantlin, 6 Laurel St. Receiver
J. M. Rathbun, 180 Jackson St. Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets in Faucett Hall every Tuesday evening at
7:30 P. M.
Sam'l Leetham Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
J. J. Hicks Receiver
G. J. Scaggs Magazine Agent
- 305. UNWIN; Bat Portage, Ontario.**
Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
John Bosman Receiver
John B. Baxter Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 22 West St. Master
M. F. Cleary, 26 Pearly St. Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St. Receiver
J. C. Muzzey, Box 117, W. Leb-
anon Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House. Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St. Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 10th St. Magazine Agent
- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**
Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
Wm. Smith, Box 109, Eagle Pass, Texas. Master
Frank B. Slater, Box 109, Eagle Pass, Texas. Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
S. R. James, Box 109, Eagle Pass, Texas. Receiver
J. H. Moore, Box 109 Magazine Agent
- 309. BARTHOLOMI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays at 8:00 P. M.
in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island
City, N. Y. Master
Jas. B. Brennan, 76 East Ave., Long Is-
land City, N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I. N. Y. Collector
W. J. Simon, 106 8d St., Long Island City,
N. Y. Receiver
Wm. Rooney, 129 East Ave., Long
Island City, N. Y. Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
J. T. Cole Master
Ed. J. Marks Secretary
Eli L. Kistler Collector
H. B. Clark Receiver
A. J. Dunmire Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
J. H. McPeak Secretary
Milton Quigley Collector
Robert Kippin, Box 238 Receiver
T. H. Garrity Magazine Agent
- 312. MOUNT SHASTA; Dunsmuir, Cal.**
Meets in I. O. O. F. Hall every Monday night.
Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets in Melville Hall, alternate Mondays at 7:30
P. M.
Oscar Kengott, 314 Colorado Ave., Kansas
City, Kan Master
John M. Frain, 352 S. Seventh St., Kansas
City, Kan. Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City. Collector
E. C. Haddock, Box 138 Receiver
A. H. Ashley, Box 147 Magazine Agent
- 314. GRAND FORKS; Grand Forks, North Dakota.**
Meets in I. O. O. F. Hall, cor. Ketson ave and 4th
St., 1st and 3d Sundays at 2 P. M.
Geo. W. Sebastian, Crookston, Minn.,
Box 365 Master
G. S. Chase, Box 214 Secretary
T. D. Wheelon Collector
J. M. Hamm, Box 10 Receiver
Chas. Beckers, Box 242 Barnesville,
Minn. Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fel-
lows Hall, 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave. Master
H. A. Norton, 155 Hudson Ave. Secretary
Willis J. Spafford, 2252 5th Ave., Troy. Collector
J. M. Williams, 20 Ingalls Ave., Troy. Receiver
Eugene D. Brizez, 472 8th Ave.,
Troy, N. Y. Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets in Siebert's Hall, cor. Jefferson and Bristo-
Sta., every Tuesday at 8 P. M.
John M. Hannon, 35 Central Ave. Master
Wm. M. Walsh, 1803 Broadway Secretary
P. J. Donovan, 780 S Division St. Collector
Joseph Kennedy, 811 Williams St. Receiver
P. J. Donovan, 780 S Division St., Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**
Meets in I. O. O. F. Hall, every Saturday evening
at 7:30 P. M.
E. H. Zirckel Master
A. Ingersoll, O. V. Ry shops Secretary
N. T. Sandefer, L. St., L. & F. shops Collector
P. J. Kramer, O. V. Ry shops Receiver
H. S. Shaner, L. St., St. L. & T.
shops Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward Master
J. F. Wills, Glenwood, 23d Ward Secretary
W. B. Knepper, Glenwood, 23d Ward Collector
J. E. Fox, Glenwood, 23d Ward Receiver
Magazine Agent
- 319. ORPHEANS' HOPE; Dennison, Ohio.**
Meets in I. O. O. F. Hall, every Tuesday at 8:30 P. M.
Harry R. Brown, Jr. Master
Albert Harden Box 290 Secretary
Albert Harden, Box 290 Collector
J. H. Rowland, Box 502 Receiver
J. H. Rowland, Box 502 Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 957 Edgerton St., St. Paul Master
D. C. Morrison, 618 Farquier St., St.
Paul Secretary
R. A. Hetherington, 887 Reaney St. Collector
Chas. L. Work, 724 Reaney St.
St. Paul Receiver
P. Copeland, 241 S. Main st., Still-
water Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 Jas. D. McAdam, Box 116 Master
 John H. Stern, Box 110 Secretary
 Kenneth McRea, Box 116 Collector
 Geo. B. Nicholson, Box 118 Receiver
 Thos. Burt, Box 112 Magazine Agent

322. JULIEN; Dubuque, Iowa.

Meets in United Workmen's Hall, cor. 18th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
 Geo. H. Kirkland, 2,351 Washington St. Master
 Luke F. Brennan, 2,351 Washington St. Secretary
 Ben. M. Snyder, 2,351 Washington St. Collector
 Thos. O'Brien, 2,351 Washington St. Receiver
 Ullman D. Luce, 769 W. 14th St., Chicago, Ill. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Frank Andrew Master
 James McCabe Secretary
 Michael Schmauch Collector
 Joseph Mucklow Magazine Agent

324. SOUTHERN CROSS; Gainesville, Texas.

Meets in K. of P. Hall every Sunday at 7 P. M.
 Geo. W. Goldsby Master
 E. R. Curl Secretary
 W. A. Hinds Collector
 C. E. Winther, L. Box 420 Receiver
 A. Goike Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
 G. W. Barnes Master
 D. B. Coughlin Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
 G. P. Clough, 6 Allison St. Master
 C. H. Alger, 12 Gay St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Diefenbaugh Master
 J. N. Brobant Secretary
 F. B. Hardy Collector
 Wm. C. Cox Receiver
 Jas. A. McElwell Magazine Agent

328. SPANISH PEAKS; La Junta, Colo.

Meets in Grand Army Hall, Mondays, at 2 P. M.
 John C. Cole Master
 Charles Gray Secretary
 Archibald Russell Collector
 Leslie Jones Receiver
 L. W. Gilbert Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
 John Milheiser, Box 102 Master
 A. Dillon, L. Box 188 Secretary
 John Milheiser, Box 102 Collector
 E. J. Dunlap, L. Box 298 Receiver
 Gus Lind, Box 147 Burr Oak Kan. Mag. Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 618 Highland Ave. Master
 Frank Vaughn, 319 Berger Ave., Armourdale Secretary
 J. F. Casey, 617 W. 7th St., Kansas City, Mo. Collector
 E. D. Root, 739 Simpson Ave. Receiver
 G. W. Smith, 11 N. 7th St. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Masonic Hall, Cor. 79th st, 1st and 3d Sundays at 2:30 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, 8 Englewood Secretary
 T. J. Hegan, 714 Englewood Ave. Collector
 J. D. Flood, Box 34, 8 Englewood Receiver
 Wm. T. Clodig, Box 91, Auburn Park Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets in Library Building 1st Sunday and every Wednesday at 7 P. M.
 W. B. Haws, 511 Watkins St. Master
 H. F. Davidson, 627 Broad St. Secretary
 James I. Roney, 320 Pine St. Collector
 C. A. Jansen, Ga. R. R. Receiver
 D. S. Brodie, Central R.R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in Erickson's Hall, 6947 Lancaster St., alternate Wednesdays at 8 P. M.
 H. C. Reagan, 725 DeKalb St. Master
 R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
 C. H. Maul, 630 N. 40th St. Collector
 Harry C. Ewing, 630 N. 40th St. Receiver
 H. C. Reagan, 725 De Kalb St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Thursday night
 E. S. Freeman Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 111 Moreau St.
 Alfred Pring, 8 Donegan St., Montreal Master
 A. Maynes, 64 Moreau St. Secretary
 J. C. Currie, 447 St. James St., Montreal, Collector
 J. G. A. Bryce, 88 Moreau St. Receiver
 C. Herbert Price, Smith's Falls, Ont. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 G. Harman, Box 45, Monett, Mo. Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave. Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 A. A. Sharum, 1,836 Mercer St. Collector
 J. F. Stephens, 1828 Bates Ave. Receiver
 L. W. Leonard, 1641 Bellevue Ave., Mag. Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland, Clermont, Pa. Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. RED MOUNTAIN; Birmingham, Ala.

Meets in Allen Hall every Sunday at 9 A. M.
 C. F. Barnett, Union Ticket Office Master
 W. G. Bailey, L. Box 703 Secretary
 W. M. Alexander, 1,604 7th Ave. Collector
 W. C. Bickel, 1721 Ave. B Receiver
 H. M. Turner, Room 19, Hood Building Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thursday at 7:30 P. M.
 John Hampson, 218 W. 6th St. Master
 John Clarke, 317 Ash St. Secretary
 Thos. Breen Collector
 Chas. E. Jackson Receiver
 John Clarke, 317 Ash st. Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
 Arthur Randall Master
 Joseph Callin Secretary
 George B. Govett, Box 49 Collector
 James Falconer, Canmore, N. W. Ter Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th Thursday.

Wm. Lowe, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Wm Veal, Box 54 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.

M. C. Cavanaugh, Lima Master
Wm. B. Dean, Lima Secretary
Magnus Ouse, Lima Collector
Albert E. Jones, Lima Receiver
W. B. Dean, Lima Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellows' Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.

J. V. Dailey, 427 Nevada Ave. Master
E. E. Perry, Box 470 Secretary
E. E. Biggs, Box 470 Collector
J. E. Durden, 240 Oak St Receiver
John McCauley Magazine Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.

H. E. Wood, Box 24 Master
M. A. Frame, Box 24 Secretary
Joseph Gerard, Box 24 Collector
James Lyons, Box 24 Receiver
M. Phegley, G. C. & S. F. Shops, Dallas Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.

F. T. Martin, 312 Haynes St. Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
R. T. Martin, 312 Haynes St. Receiver
R. P. Harmon, 1106 E Jackson st. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall every Thursdays at 8 P. M.

William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 8 P. M. in K. of P. Hall.

Wallace Duryea Master
O. M. Abel Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.

Martin O'Hara, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
S. S. Poole, New Durham, N. J. Collector
Harry Poynton, Box 2, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.

Chas. Compton, S. Amboy Master
E. P. Wortley, S. Amboy Secretary
Levi M. Landis Collector
Theodore B. Merts Receiver
Jas. P. Wade Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.

Edward Doudt Master
Edward T. McNally Secretary
J. S. Pursell Collector
Charles Prutzman Receiver
Wm. Hartly Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John H. Sweeney Master
J. W. McGarghan, 117 Lake St Secretary
Luke Hale Collector
C. P. Kelly, 89 Foundry St Receiver
J. W. Holland, 175 S. Main St Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.

Chas. E. Livingston, 4 Philip ave. Master
W. E. Moynihan, 58 S Main St Secretary
C. F. Whitehouse, 77 River St Collector
J. C. Cannon, 68 River St Receiver
A. B. Morgan, 14 Plain St Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.

John Curran, 222 Erie S., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genung, Chatham, N. J. Receiver
C. Q. Carman, Jr., Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. W. Brooker, 184 S Hickory St Master
M. S. Perrigo, 214 Gardner St Secretary
H. H. McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S Desplaines St Receiver
M. O'Grady, 701 Scott St Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.

E. H. Murphy, 46th and 2d Sts Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
M. E. Hogan, 21 Spruce St Receiver
F. Degroff, 160 Clinton Ave Magazine Agent

357. JUSTICE; Vanceborough, Maine.

Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.

John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland St
St. John, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I.O.O.F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.

Christopher McKay, 154 Isabell St Master
W. R. Perrin, 127 E. Isabell St Secretary
W. R. Perrin, 127 E. Isabell St Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whistlen, 1015 Washington Ave., S. Minneapolis Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.

T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.

Sam. R. Pursell, 101 Mound St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, 1027 Market St., Sandusky, O Receiver
Jos. Greetham, 1204 Washington st., Sandusky, Ohio Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.

Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent

362. CATABACT; Suspension Bridge, N. Y.

David Haley, Niagara Falls, N. Y. Master

John C. White, Box 325 Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swallow, Niagara Falls, N. Y. Receiver
R. J. Pitts, 56 4th st., Niagara Falls, N. Y. Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sundays 2 P. M.
 A. W. Eggleston, White Plains, N. Y. Master
 Fred R. Elliott, 535 E 140 St. Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, 378 Willis Ave. Receiver
 M. J. Lynch, 378 Willis Ave. Magazine Agent

364. SOUTHERN STAR; Sanford, Fla.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. S. Perry Master
 Thos. S. Davis, L. Box 304 Secretary
 Andrew A. Holland Collector
 Andrew J. Harvey Receiver
 Andrew A. Holland Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 J. W. Stack Master
 A. E. Wells, Box 568 Secretary
 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor Vt. Receiver
 F. E. Keach, 1 Estabrook St., Brattle-
 bore, Vt. Magazine Agent

366. OASIS; Ogden, Utah.

Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
 Chas. H. Smith, Box 372 Master
 J. R. Ross, Box 372 Secretary
 James Tomasek, Box 372 Collector
 E. E. Babcock, Box 372 Receiver
 Sam Walker, Box 372 Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe, Box 200 Secretary
 Robt. S. Green Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Bk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 B. S. Chinn, 802 W Elm St. Master
 Jno. Gallagher, 343 Brower St. Secretary
 Chas. D. Jacquith, 724 Evans St. Collector
 J. W. Nipple, 752 Mt. Vernon St. Receiver
 J. W. Welch, 924 State St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Merton Stewart Master
 W. L. Kellogg Secretary
 G. P. Metler, Wagner, Kan. Collector
 J. C. Wickham, Box 304 Receiver
 L. O. Leimbach Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 Mat. S. Gilfray Master
 Clarence G. Stone Secretary
 Charles E. Leeman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 R. B. Reardon, Box 335 Master
 A. H. Page, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 John Dandy, Box 256 Receiver
 A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 Geo. H. Smith, Box 33 Master
 Samuel Hunter, Box 33 Secretary
 F. W. Fahrtenkamp, Box 33 Collector
 W. D. Pettibone, Box 135 Receiver
 A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 W. F. Hackett, Box 316 Master
 John McPhie, Box 262 Secretary
 F. Courtway Collector
 Frank McAdams, Box 223 Receiver
 Geo. W. Warren, Box 223 Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, L. Box 355 Master
 C. F. Aikin Secretary
 J. M. McChord, L. Box 337 Collector
 H. G. Decker, L. Box 339 Receiver
 H. G. Decker, L. Box 339 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d Sundays at 2 P. M.
 John F. Hoban, 635 E 2d St. Master
 Horace Hopkins, 465 May St. Secretary
 Frank G. Stillwell, 28 N Van Lear St. Collector
 N. W. Rose, 19 Galloway St. Receiver
 Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 Wm. J. Canney Master
 J. A. Carter, C. K. & N. Round House Secretary
 J. A. Carter, C. K. & N. Round House Collector
 Thomas Sheahan, L. Box 39 Receiver
 Frank Walker, L. Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 P. M., and 2d and 4th at 8:00 A. M.
 H. A. Belding, Box 220 Master
 C. B. Ellinwood Secretary
 W. J. Baldwin, Box 79 Collector
 C. A. Wilcox, Box 301 Receiver
 G. W. Nash Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
 W. H. Graham, McKees Rocks, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 W. F. Morgan, McKees Rocks, Pa. Collector
 Frank J. Thomer, 5720 Penn ave.,
 Pittsburg, Pa. Receiver
 Frank J. Thomer, 5720 Penn ave.,
 Pittsburg, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm. Preston, Waverly, N. Y. Master
 James H. Denton, Box 290 Secretary
 Wm. J. Stewart, Box 216 Collector
 Johnson Walt Receiver
 Johnson Walt Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
 B. F. Slater Master
 Wm. J. Aggus Secretary
 A. A. Zimmerman Collector
 Wm. J. Aggus Receiver
 Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. C. Hess Master
 H. E. Miller Secretary
 C. G. Graham Collector
 L. G. George Receiver
 H. M. McFeaters Magazine Agent

382. BETHESDA; Waukegan, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 890 Master
 J. J. Purcell, Box 1150 Secretary
 Chas. Vrooman, Box 890 Collector
 J. M. Dowd, Box 1150 Receiver
 Jas. H. McMahan Magazine Agent

383. PETROLEUM; Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
 Ed. McAbee, 30 Canal St., Olean, N. Y. . . . Master
 John H. Quirk, Box 330 Secretary
 Thomas P. Martin Collector
 Timothy Downey Receiver
 L. G. Stone, 317 Seneca St. . . . Magazine Agent

384. R. H. WILBUR; Lehigh, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Wm. F. Hofford Master
 Alvin H. Miller Secretary
 A. T. Henry, Weissport, Pa., Box 122 . . . Collector
 Alvin Rex Receiver
 Wm. F. Hofford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 B. L. McGinnis Magazine Agent

386. RAMONA; San Diego, Cal.

Meets 2d Sundays at 2 P. M. and 4th Sundays at 8 P. M.
 Edward Curtis, National City Master
 Alfred T. Washington, National City . . Secretary
 Jas. L. Searns, National City Collector
 E. Ware Boyd, Otay Receiver
 J. M. Davis, Box 573 National City . . . Magazine Agent

387. RED ROCK; Schreiber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
 Alfred Bilbe, Box 53 Master
 Fred. Hedge Secretary
 W. T. Norris, Box 111 Collector
 J. A. Walker, Box 38 Receiver
 James Wilson, Box 38 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St., 1st and 3d Sundays at 2:30 P. M.
 J. M. Grobden, 942 Kinnickinnic Ave. . . Master
 Maurice Collins, 584 Hanover St. . . . Secretary
 Wm. McHenry, 198 Burrell St. Collector
 Wm. McHenry, 198 Burrell St. Receiver
 John Pier, 204 Madison St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Harry L. Stow, Box 106 Master
 Jos. Claybaugh Secretary
 George Zugschwerdt Collector
 A. H. Tucker Receiver
 Jerry Shea Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 J. W. Littlejohn Master
 J. C. Doughty Secretary
 William M. Wickel Collector
 C. H. Oliver Receiver
 Wm. Winfrey Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
 Wm. B. Bock Master
 E. H. Pattison Secretary
 Harry R. Kinne Collector
 O. L. McClellan, Box 58 Receiver
 E. M. Babb, 2321 Kinsley St. . . . Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellows' Hall 1st and 3d Monday evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin Collector
 Wm. R. Ransom Receiver
 J. D. Davis, Box 20 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 J. W. Boyer, 1220 Wallace St. Master
 S. M. Myers, 506 Kelser St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 William K. Drake, 1581 N 6th St. . . . Receiver
 William C. Taylor, 1508 N 6th St. . . . Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. F. Hall, Cor. 4th and Court Sts., 2d Saturday and 4th Sunday at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 E. K. Cole, Riverside Hotel Secretary
 Charles E. Harris Collector
 E. K. Cole, Riverside Hotel Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Sundays at 7:30 P. M.
 Wm. H. Riley, L. Box 129 Master
 Wm. Ashworth, L. Box 129 Secretary
 John T. Cuff, 118 Topeka av., Topeka . . Collector
 C. S. Wilcox, L. Box 129 Receiver
 John T. Cuff, 118 Topeka ave., Topeka, . . Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 2:30 P. M.
 Paul J. McBride Master
 W. Sims Secretary
 D. W. Harding Collector
 W. Sims Receiver
 G. W. Seybeck Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays, at 10:00 A. M.
 N. B. Scrogin Master
 F. M. Rainey Secretary
 J. M. Gleadall Collector
 N. B. Scrogin Receiver
 Frank J. Farnell Magazine Agent

398. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellows' Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
 Wm. M. Reeves, 944 Fifth Ave. Master
 Walter K. Mahone, 1233 Third Ave. . . . Secretary
 B. G. Harvey, 900 Fifth Ave. Collector
 Henry Dickens, 944 Fifth Ave. Receiver
 Jas. A. Landers Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at 7:30 P. M.
 James Gordon, 598 N Rampart St. . . . Master
 W. A. O'Donnell, 164 Laurel St. Secretary
 W. A. O'Donnell, 164 Laurel St. Collector
 George Perry, 159 Spain St. Receiver
 W. A. O'Donnell, 164 Laurel St. . . . Magazine Agent

400. MARIAS DES CYGNE; Osawatomie, Kan.

Meets in Odd Fellows' Hall every Saturday at 7 P. M.
 George P. Reed Master
 W. A. Bedell Secretary
 C. Henderson Collector
 Daniel King Receiver
 Daniel King Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 10 A. M. and 2d and 4th Sundays at 4 P. M.
 A. N. Hunter, Box 268 Master
 A. N. Hunter, Box 268 Secretary
 M. Gallagher Collector
 W. H. Bell Receiver
 M. O'Rourke, Duluth Magazine Agent

402. WATER LILY; Water Valley, Miss.

Meets in Odd Fellows' Hall, 1st and 3d Mondays at 2 P. M.
 W. H. Price, Box 65 Master
 J. W. Diesel, Box 65 Secretary
 Wm. G. Gues, Box 65 Collector
 Jacob P. Bengtson Box Receiver
 J. R. Gaffney, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. P. Hall 2d and 4th Sundays at 2 P. M.
 Walter M. Moore, 610 Dinwiddle St. Master
 O. W. Gaskins, cor. County and Pearl Secretary
 O. W. Gaskins, cor. County and Pearl Collector
 Walter M. Moore, 610 Dinwiddle St. Receiver
 J. F. Sullivan, 103 Crawford St. Magazine Agent

404. GRAVITY; Dunmore, Pa.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Peter J. Gallagher Master
 Chas. E. Collins Secretary
 Geo. W. Dersheimer Collector
 J. W. Stuart Receiver
 Dan. Gilbride Magazine Agent

405. VANDALIA; Emingham, Ill.

Meets in K. H. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Crise, Box 251 Master
 W. H. Kingery, Box 251 Secretary
 W. H. Crise, Box 251 Collector
 G. W. Kimball, Box 251 Receiver
 James Lett, Box 251 Magazine Agent

406. THANKSGIVING; Foxburg, Pa.

Meets in Odd Fellows Hall, 2d and 4th Sundays at 6:30 P. M.
 Gillian C. Miller Master
 William F. Keefer Secretary
 Payson J. Lancaster Collector
 Jas. E. Dunlap Receiver
 John B. Gates Magazine Agent

407. PUGET SOUND; Seattle, Wash.

Meets in Brunswick Hall, cor. Madison and Front Sts., every Sunday at 7:30 P. M.
 Wm. Blackman, C. & P. S. R. R. Shops Master
 C. E. Houston, C. & P. S. R. R. Shops Secretary
 Geo. Burns, cor. 7th and Main Sts. Collector
 Dick Marshall, 617 S. 8th Receiver
 Geo. Burns, cor. 7th and Main St Magazine Agent

408. BIG CEDAR; Rome, Ga.

Meets at 1 Oak Ave., East Rome, Ga. 1st and 3d Sundays at 2 P. M.
 W. E. Vest, E. Rome Master
 Frank Hutchings, 1 Oak Ave., East Rome, Georgia Secretary
 J. F. Coleman, 468 Nance St., Selma, Ala., Collector
 Frank Hutchings, 302 Division St. Receiver
 Pleasant White Magazine Agent

409. AIR LINE; Huntingburg, Ind.

Meets in K. P. Hall, 2d and 4th Sundays.
 Lee S. Mayer Master
 Frank Bowen Secretary
 Geo. W. Prout Collector
 Jas. A. O'Neil Receiver
 Frank Bowen Magazine Agent

410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.

Meets in G. A. R. Hall, 1st and 3d Sunday.
 F. L. Johnson, 21 Winthrop st. Master
 W. A. Clements, 99 Nashua st. Secretary
 E. E. Nowell, 99 Nashua st. Collector
 J. L. Powers, 41 Nashua st. Receiver
 J. M. Agnew, 100 Hilland ave. Magazine Agent

411. WOLVERINE; Marshall, Mich.

Meets in A. O. H. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Bourke, Box 615 Master
 Jere P. Mahoney Secretary
 Thomas Butler Collector
 G. W. De La Vergne Receiver
 Joseph Faulkner Magazine Agent

412. MT. BAKER; Ellensburg, Wash.

Meets in Engineer's Hall, every Saturday evening.
 A. J. Malone Master
 Edwin Hand Secretary
 Earnest Stuart Collector
 C. S. Watson Receiver
 Magazine Agent

413. TWO REPUBLICS; San Luis Potosi, Mexico.

Meets in Hall 5, Calle De Morales No. 28, 1st and 3d Sundays at 2 P. M.
 W. L. Blount Master
 Wylie McFarland Secretary
 Wylie McFarland Collector
 James Flaherty Receiver
 F. O. Brantley, Box 122 Magazine Agent

414. ADAMANT; St. Louis, Mo.

Meets in Masonic Hall, Cor. Chouteau Ave. and Old Manchester Road, 1st and 3d Fridays at 7:30 P. M.
 W. W. Reid, 398 1/2 Chouteau Ave. Master
 A. A. Fortney, 827 Old Manchester Road Secretary
 A. A. Fortney, 827 Old Manchester Road, Receiver
 L. H. Wilson, 1045 Old Manchester Road, Collector
 J. G. Hynes, 1213 Old Manchester Road Magazine Agent

415. MAYFLOWER; Louisville, Ky.

Meets in Market Hall, Shelby St., bet. Market and Jefferson Sts., Wednesdays at 2 P. M.
 I. Honnaker, 1010 E. Green St. Master
 Wade Carr, 1415 Frankford Ave. Secretary
 B. W. Blue, 118 E. Washington St. Collector
 W. M. McKenna, 938 E. Jefferson St. Receiver
 W. M. McKenna, 938 E. Jefferson St. Magazine Agent

416. RADIANT; Mahoningtown, Pa.

Meets in Smith's Hall, 1st and 3d Sundays at 1 P. M.
 Thos. Ayers, Jefferson St., New Castle Master
 G. C. Lutton, 109 Home St., New Castle Secretary
 Edward Grace Collector
 F. M. Churchfield Receiver
 J. H. McIlvenny Magazine Agent

417. FT. SUMTER; Charleston, S. C.

Meets in Irish Volunteer Hall, 12 Vanderhorst St., 1st and 3d Sundays.
 John B. Nunn, 1230 Marks St., Augusta, Ga. Master
 W. B. Johnson, 53 Line St. Secretary
 F. J. Holtzlander, 10 Sires St. Collector
 W. F. Robinson, 75 Shephard St. Receiver
 J. J. Fickling, 168 St. Phillips St., Magazine Agent

418. BALD EAGLE; Jersey Shore, Pa.

Meets in Engineer's Hall, cor. Allegheny and Wiley Sts., 2d and 4th Sundays at 1:30 P. M.
 Robt. L. Muir Master
 Thos. Snyder Secretary
 Patrick Sherry Collector
 C. H. Sherry Receiver
 W. H. Johnson Magazine Agent

419. STEPTOE BUTTE; Tekoa, Wash.

Meets in Warner's Hall, on Main street, every Sunday at 7:30 P. M.
 A. S. Ebbutt Master
 Geo. N. Smith Secretary
 J. J. Winship Collector
 D. S. McDonald Receiver
 H. K. Taylor Magazine Agent

420. ANN ARBOR; Owosso, Mich.

Meets in G. A. R. Hall, Main and Washington streets, 2d and 4th Sundays at 2 P. M.
 Vincent Bailey Master
 Watson Hurst Secretary
 J. L. Johnson, Box 868 Collector
 A. M. Fisher, Box 868 Receiver
 James Moore Magazine Agent

421. WINDSOR, Windsor, Ont.

Meets 1st and 3d Mondays at 7:30 P. M.
 John A. Timme Master
 J. H. Hall, Walkersville Secretary
 Thos. H. Yates Collector
 C. B. Finley Receiver
 Thos. Noble Magazine Agent

422. LAKE VIEW, Ashtabula, Harbor, Ohio.

Meets in E. A. U. Hall, Harbor, 1st and 3d Sundays at 7:30 P. M.
 Rollin J. Mills, Box H Master
 E. J. Barnard, Harbor Secretary
 M. C. Schram, Harbor Collector
 J. M. Dibble, Harbor Receiver
 J. Sullivan, Ashtabula Magazine Agent

Alexander's Ready Reference

New 1890 EDITION For
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[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1898.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We are confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E.

G. BAKER, F. A. E.

[SEAL.]

INDIANAPOLIS, IND., September 15th, 1898.

TO BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the principal representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in possession may be the same as given to me in person.

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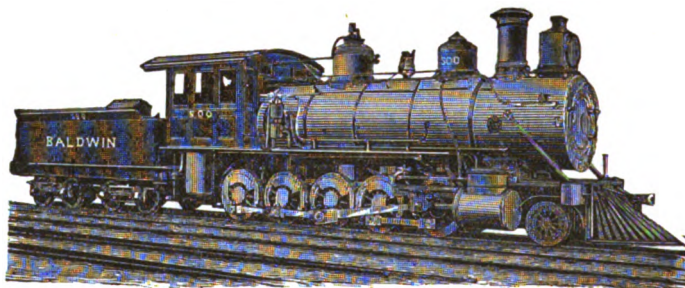
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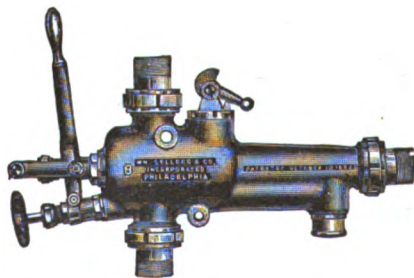
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LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XIV.

AUGUST, 1890.

No. 8.

OFFICIAL ORGAN OF THE

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EUGENE V. DEES, . . . *Editor and Manager.*

LABOR DAY.

The workingmen of the United States are making preparations to appropriately celebrate "Labor Day." The purpose is to make Labor Day, the first day of September of each year, a national holiday. The idea is in all regards praiseworthy.

Just why the 1st day of September is chosen for "Labor Day," we are not informed. It may be the anniversary of some notable event in labor affairs. Be this as it may, the fact that a day has been designated as a labor holiday, answers the demand. It is a rallying day for the hosts of workingmen and women, who go forth from their homes and from their every day employment for recreation of mind and body. They, having left their toils behind them, say and sing:

"Begone dull care, I prithee begone from me."

Labor day dates a new departure. One of the inspired writers, enumerating times for

certain things, says there is "a time to plant." We have in the United States, what is called "Arbor day," when the people go forth to plant trees. There is something very beautiful and very practical in planting trees. The purpose is always commendable, whether the tree planted be for its wood, its fruit, its flowers or its shade. On labor days, the people do not go forth to plant trees, but in the midst of their enjoyments, they may plant thoughts which, sending their roots down into their moral, intellectual and spiritual being, will grow, as grow the trees "planted by the rivers of water," thoughts which in their maturity, shall withstand the gales, and shelter them when the storms of oppression and adversity come, thoughts that shall bear the fruit of knowledge and independence, union and strength, of which all may freely partake, which shall enable them to distinguish between good and evil and be wise in their day and generation.

We are in full accord with the "Labor day" movement. It should be a day sacred to rational enjoyment, free from anxiety, a day when mind and body, relieved of the dull routine of every day life, find health and pleasure in relaxation. On such occasions the toilers of the land have opportunities to exchange opinions. Labor day is a time not only for *set* speech but for free speech, a day to "plant words, and reap actions; to plant actions, and reap habits; to plant habits, and reap principles; to plant principles, and reap character; to plant character, and reap a destiny."

We do not doubt that "Labor days" are to yield splendid harvests of blessings to the workingmen of America. During all the hours of "Labor day," Labor's emancipation day, no bell calls us to toil. The hands on the dial plate of the clock do not remind us when work begins, or when it ends. We go forth to the forests, to the green fields, to breathe the fresh air; or listen to the melody of brook and bird and bee; our minds and hearts are in harmony with nature, with the beautiful—the good, the true; it is labor's holiday, labor's jubilee; it is a benediction and a benefaction, and though unknown, we bless the man who first suggested labor day.

POLITICS.

To say that every Locomotive Fireman should be a politician is simply equivalent to saying that he should understand the science of government. In the United States of America every man should be a politician, because he has a voice in the government, because he is a sovereign citizen, because he has the ballot. All power is in the citizen: he makes, changes or abrogates constitutions and laws; he elects officers; he has all power, and necessarily, must take all responsibility. He is entitled to all the credit, if the government is virtuous; and to all the censure, if constitutions and laws are vicious. The ordinary acceptance of the term "politics" is, that politics is vicious, degrading, something to be avoided, when, in fact, just the opposite is true. There are countries where the great mass of the citizens have nothing to say about the government under which they live. The favored few govern, the many serve and obey. They are the hewers of wood and the drawers of water, "food for powder." They count in standing armies, support the throne. In America, everything depends upon the voice of the people: in governmental affairs it is *vox populi, vox Dei*. There is nothing above the voice of the people. No American citizen can give a valid reason why he should not be a politician, while a thousand could be assigned why he should understand the science of government, which is the politics we are writing about. Parties are not con-

sidered. A man who studies the science of government is the better able to detect the sophistries, dogmatisms and demagogisms of the mere partisan. Now, it is not to be presumed that every workingman, every locomotive fireman, can be a statesman; we suggest no such vagary—our idea is practical. Politics is the science of government. Governments define by constitutions and laws the rights and prerogatives of citizens. Laws are the rules of order or conduct; law touches life, liberty and prosperity; they are enacted by governments. The law touches every man, hence every man who has a ballot has something to say about the laws under which he lives. Constitutions are the fundamental, or organic laws; all other laws must conform to the constitution. Now, we hold that every man—we speak of the rule—may be familiar with the constitution of his country, of his state, and that he neglects his interests if he does not devote a portion of his time in becoming familiar with the fundamental law. It is the study of politics, the science of government. The task is not herculean; it is not beyond the reach of the average man. Such studies broaden the man, elevate him, expand his intellect, give him influence and consequence as a citizen, and are, in fact, one of the highest duties of the citizen. Questions are constantly arising which are being discussed by the press and on the platform, and which are finally submitted to the people for their decision. They relate to government, and are therefore political questions. We hear men say frequently, "Here is a measure which we want enacted into a law, but there is no politics in it," by which is meant, doubtless, that it is not a partisan measure. But there is politics in all laws, because men are governed by laws, and all laws have government in them. It is sometimes said by men, "I am out of politics," which is equivalent to saying, "I take no further interest in government; I have abdicated my position as a citizen—laid aside my sovereignty." He does not, however, mean that, exactly, but rather that he is no longer an office-seeker, or takes no further interest in the triumph of parties. It was the original intention that the people should take a profound interest in politics,

because ours is a government of the people, for the people and by the people; and should the time ever come when the people cease taking a profound interest in governmental affairs, then will be the time when the historian will write of the beginning of the decline and fall of the Republic.

There are 18,000 locomotive firemen, members of the B. of L. F. If they should determine to become students of politics, the science of government, they will be broader-gauged men than those who neglect such studies; and they will be more influential in the lodges and out of them, because the science of government is one which is wanted in the Brotherhood as well as in the state.

HON. W. E. GLADSTONE ON LABOR.

In many regards Mr. Gladstone is accounted the foremost statesman in the world. He is called the "Grand old man." He has been, we believe, three times Premier of England. He has grasped and solved, as few men have done, the most difficult problems of government relating to the welfare of the mightiest empire on the globe. He is preëminently a student of events. He is frequently referred to as inconsistent, because he recognizes that in this world of progress and change a man ought not to play oyster, glue himself to an idea, as the bivalve glues itself to a rock, to remain forever, regardless of wind, or wave or tide. Mr. Gladstone recognizes the fact that in governmental affairs the labor question, by virtue of its inherent importance, is to the front, and will not retire. Neither kings nor aristocrats, nor both combined, with all the aids that wealth and station can produce, have sufficient power to silence the demands of labor. Mr. Gladstone, in writing of labor, its rights and responsibilities, starts out as follows:

The teachings of natural philosophy, founded on observation, appear to inform us that change, insensible at the moment, but, after lengthened intervals, capable of observation and record, is continually acting, at different parts of the surface of the globe, on the relative levels of land and sea. With these changes we may compare the yet more subtle movements which, in the social aggregates of the world, incessantly modify the respective positions of class and class. Of late public attention

has fastened upon the political and social advance, in the relative scale, of what is termed the laboring class, even as in the natural world notoriety has been given to the gradual elevation and emergence from the sea of the Scandinavian peninsula.

That is to say, from the remote past changes have been going forward in matters relating to the "laboring class" similar to those in the physical world, as silent and yet as steady and as certain as those which lifted the "Scandinavian peninsula" from the depths of the sea.

The figure is a bold one, but it suits the occasion and the facts. The working man's condition has changed, and is changing. He is coming up from the depths of slavery and degradation. "Taking the history of the world as a whole," says Mr. Gladstone, "the main spring of the workingman's life has been placed for the most part as it has with a young child, as with a slave, at times almost as with a domesticated animal; that is to say, it has lain outside himself. For very large numbers of workingmen it has now gradually shifted to a point lying within his base, and is coming nearer and nearer to the very center of his own being. Instead of being principally controlled by others, he now principally, and from year to year increasingly, controls himself. Among the causes which have been bringing about this vast and (in principle and in ultimate effect) world-wide change are these: The enlargement of political franchises and the independence given, through the secrecy of voting, to their exercise; the extension of education; the cheapened access to knowledge of all kinds; the progressive remission of his once excessive and brutalizing toil."

Mr. Gladstone attributes this enormous advance to the "gospel," and reasons at some length upon that line. He asserts that the gospel is the "charter of human freedom," but that it has been corrupted. He points to a maxim of the "old philosophy," that "the corruption of the best thing is the worst thing," and adds that "the deepest among all the dyes of human guilt are accordingly those to be found within the Christian pale. The second is of wider application. Though the gospel at its threshold teaches humility and self-renunciation, yet under an infallible law,

Christianity, by bringing the mind and life out of anarchy into order, begets power; power begets enjoyment; enjoyment begets temptation in its thousand forms; by temptation yielded to the spirit is again enslaved; the seven devils find entrance, and the last state of the man is worse than the first." That meets the case exactly. Workingmen have received worse treatment from professed Christians than from any other class. These "divine right rulers" have been the pirates of all seas, the robbers of all lands. Their black flags have waved wherever men have worked. With the gospel in one hand, and goads and shackles in the other hand, they have held labor down until its groans could they be gathered into one mighty wail, would have shaken the world like the tramp of an earthquake. And this shows to what an extent hypocrisy and greed have tortured the gospel to do the bidding of knaves.

Mr. Gladstone refers to the improved condition of working men in England to the enlargement of the franchise, etc., and says:

A strike is, of course, an indication that something has gone wrong on one side or on both. The involuntary cessation of labor diminishes at once the wage fund, the produce of capital, and the commodities available for the use of the community. But these inconveniences may be, and to a vast extent have been, the price paid for the avoidance of a greater evil, such as depriving a laborer of his just hire. And, if strikes have on the whole done good, it is probable that the possibility and the fear of strikes have done much more good.

In this we have the opinion of the foremost thinker of the world, a statement *par excellence*, on strikes. It is wonderful testimony. England has had numerous strikes, and Mr. Gladstone is familiar with their history. They have occurred in his presence. He knows whereof he speaks. If workingmen of England have advanced at all, it has been by strikes, and the fear of strikes and here is further testimony from the same witness:

That disposition of the general public to look on a strike with presumptive favor to which I have referred, can hardly have been due to any mere prejudice against employers. It has rather indicated a dim and remote perception that in the continual (and not necessarily unfriendly) competition between labor and capital for the division of industrial fruits, capital and not labor has hitherto had the upper hand, and that it is time that the balance should not be reversed, but redressed. There may

come a time when labor shall be too strong for capital, and may be disposed to use its strength unjustly. I conceive that in our recent history the judgment of the masses has upon the whole been more generous and just than the judgment of the leisured classes.

Boiled down, Mr. Gladstone admits the advancement of workingmen, in spite of all opposition. He admits the strike has done more good than harm, and that the fear of a strike has become a powerful incentive to employers to deal justly.

There has been no more valuable contribution to the labor literature of the times, than the article of William E. Gladstone, the great English statesman, who in conclusion says that "the impartial citizen, then, has only to bid the laborers God speed, and heartily wish that, by their high standard of conduct, their wise choice of calling, and their equal and liberal respect for the rights of all men, or rather all human beings, they may be enabled progressively to consolidate the position they have gained, and, so far as justice may recommend, to improve it." What, we ask, is the consolidation of the position of workingmen but to federate? With federation perfected, the fear of a strike will win battles and secure the "God speed" for which all wise workingmen are laboring.

RAILWAY CONSTRUCTION AND FORECLOSURE SALES.

The *Railway Age* places the total miles of railroad construction for 1889 at 5,200 miles, as follows:

Maine	18	Tennessee	4
New Hampshire	45	Kentucky	14
Massachusetts	2	Louisiana	1
Connecticut	7	Missouri	1
New York	153	Arkansas	1
New Jersey	64	Texas	1
Pennsylvania	188	Kansas	1
West Virginia	94	Colorado	1
Maryland	31	Indian Territory	1
Ohio	112	Iowa	1
Michigan	243	Minnesota	1
Indiana	123	Dakota	1
Illinois	179	Nebraska	1
Wisconsin	107	Wyoming	1
Virginia	245	Montana	1
North Carolina	216	Washington	1
South Carolina	43	Oregon	1
Georgia	156	California	1
Florida	175	Idaho	1
Alabama	163	Utah	1
Mississippi	169		
		Total	5,200

The total as given is 1,800 miles less than in 1888 and 7,800 miles less than in 1887 when railroad construction was phenomenally reckless. In round numbers the con-

struction of 75,300 miles at \$20,000 per mile required \$106,000,000, requiring from 20,000 to 30,000 more men to operate them. With more railroads than a paying business foreclosing sales became inevitable, and as a result the following foreclosure sales were made during 1889:

Roads.	Miles.	Funded Debt.	Capital Stock.
W. Pennsylvania & Shenandoah Conn'g	22	\$400,000	\$500,000
Vicksburg & Meridian	143	4,017,000	5,800,000
Keokuk & Northwestern	52	660,000	720,000
Wabash Railway	948	27,000,000	
Richmond & Allegheny	252	9,089,000	9,000,000
Texas West (N. G.)	53	630,000	500,000
St. Jo. Val. (N. G.)	11	54,000	54,000
Font. Oxford & Pt. Austin (N. G.)	218	1,800,000	1,000,000
Alameda County	6	\$100,000	\$100,000
Denver S. Park & Pacific (N. G.)	325	7,500,000	6,250,000
Bright Hope (N. G.)	33	307,000	179,000
(Cattaraugus)	50	2,000,000	1,500,000
Canada & St. L.	23	251,000	\$200,000
Ithaca, Auburn & Western	39	898,000	1,000,000
Geneva, Ithaca & Sayre	77	1,350,000	1,675,000
Battle Creek & Bay City	17	288,000	65,000
St. Louis, Sturgis & Battle Creek	41	644,000	1,000,000
Cincinnati, Washington & Baltimore	281	22,210,000	18,879,000
St. Louis & Chicago	62	1,400,000	2,800,000
Fort Madison & N. Western (N. G.)	45	210,500	500,000
Seneca Falls & Waterloo	7	71,000	40,000
St. L. Des Moines & Northern	136	2,600,000	4,000,000
N. Y. & Tybee	18	175,000	251,000
N. Y. & Atlantic Highlands	3	20,000	\$20,000
Rome & Decatur	65	1,050,000	\$650,000
Total 25 Roads	2,930	\$84,864,000	\$52,951,000
Total funded debt and stock			\$137,815,000
Estimated.			

Such figures at a first glance appear somewhat startling, but when it is remembered that the railroad investments of the country are estimated at \$8,000,000,000, the sum of the foreclosure sales becomes comparatively insignificant.

"THE Ohio Legislature," says an exchange, "is asked to prohibit railroad companies employing telegraph operators who are in any way connected with the running of trains from requiring them to perform any other duty, and require public processions carrying a banner, to also carry the American flag." This may do for Ohio, but just think of Corbin's whiskerless slaves in procession carrying the American flag—we would just as soon expect to see a gang of Russian political convicts marching to Siberian mines and prisons under the American flag.

THE UNITED STATES SENATE.

The Senate of the United States is rapidly becoming an assemblage of millionaires. It is said that seventeen members of the Senate as now constituted are worth \$78,000,000. Under such circumstances it is most gratifying to know that there are members of the Senate who have the courage to expose the wrongs which the votaries of mammon are inflicting upon the people and give the required warning. Recently Hon. Daniel W. Voorhees, Indiana's eloquent Senator, introduced the following resolutions:

Whereas the deep and widespread depression and decay of the agricultural interests of the American people, the enormous and appalling amount of mortgage-indebtedness on agricultural lands, the total failure of home markets to furnish remunerative prices for farm products, the palpable scarcity and insufficiency of money in circulation in the hands of the people with which to transact the business of the country and effect exchanges of property and labor at fair rates, are circumstances of most overwhelming importance to the safety and the well-being of the Government: Therefore,

Be it resolved. That it is the highest duty of Congress in the present crisis to lay aside all discussion and consideration of mere party issues and to give prompt and immediate attention to the preparation and adoption of such measures as are required for the relief of the farmers and other overtaxed and underpaid laborers of the United States.

In his address in the Senate relating to matters set forth in the resolutions, the distinguished Senator, among other things, said:

The ordinary traveler speeds on and on thousands of miles through farm-lands, gazing listlessly at farm houses and farm productions, thinking nothing of the vast, fundamental lessons they teach, but looking eagerly forward to the problems, mysteries, and wealth contrivances of the crowded, speculating, stock-gambling city which he is rapidly approaching; and yet that city would wither and perish, shrivel back to a barren, naked beach: its wharves would rot, and its swollen corporation and haughty millionaires would dwindle into poverty-stricken skeletons, no better fed than Pharaoh's lean kine, were it not that the fountains of all its wealth, support and grandeur are kept open and running day and night, by the cultivation of the soil in the great domain of agriculture. Gilded palaces, baronial castles, marble halls, colossal estates outrivaling in value the richest dukedoms of the old world, all draw their sustenance from the bosom of mother earth: their roots strike deep into the mold that is turned by the plow, and the farmer at last is made to pay for all. It is estimated that over twenty millions of the present population of the United States, counting all ages and both sexes, are engaged in cultivation of the soil and on their productive labor not only the govern-

ment itself leans for support, but also all other classes of citizens derive from the same source their prosperity, their wealth, and too often their profuse and criminal luxuries. Is it not well, therefore, in the present juncture of affairs, to turn away from less important questions and look carefully into the condition of the agricultural masses, who bear the burdens and constitute the strength and glory of the republic?

It would be difficult to point out more vividly than Mr. Voorhees has done, the absolute dependence of all the people upon the farmer, and yet, in his great speech, Mr. Voorhees demonstrates that the burdens heaped upon him by vicious legislation are depriving him of prosperity and steadily forcing him into poverty and bankruptcy.

The methods introduced to fleece the farmer are practically the same as an employer's to rob the workmen of the country, who, if possible, are in a far worse condition than the farmer. Mr. Voorhees, referring to the aristocracy of money, refers to the Millionaire Carnegie as follows:

Sir, the aristocracy of money is always cruel and coarse and unmindful of all else save its own gains and meretricious splendor. Its lavish and ostentatious displays of ill gotten wealth often light up the whole argument on the relations of capital and labor, and point to the soundest conclusions ever found in history. Who is protected and enriched by a protective tariff, has been a question of debate prolonged through generations, but can be best determined now by pointing out as object lessons the condition of our agricultural communities on the one hand and certain arrogant, ambitious and dazzling demonstrations of wealth which have recently taken place on the other. There came to this country not many years ago a subject of Great Britain with a keen capacity and hungry instinct for the amassment of great riches. He became a citizen of the state of Pennsylvania and engaged in manufacturing iron and steel. The productions of his mines and his mills have been and still are protected in the American markets from foreign competition by tariff duties ranging from 40 to over 100 per cent. on imported iron and steel of various kinds and in various conditions. These enormous per cents. have been added to the price of all his sales, and have been paid at last by the farmer, whether the sales were for the equipment of railroads or the equipment of farms. What has been the effect of this policy on Mr. Carnegie and his fortunes? We know his laborers have not grown rich, for only last July he gave them notice of a heavy reduction in their wages, and persuaded them into submission by the presence of Pinkerton men and Springfield rifles. Who is it, then, if not the working people, that protection has pampered into more than oriental magnificence in the iron and steel works of Pennsylvania? Three or four weeks ago there was a banquet spread in this city, a description of which the next morning was the joy and

the glory of the newspapers, and the sensation of the whole country. Accounts were head-lined as follows: "Like Lucullus of old: Gorgeous dinner that rivaled an ancient Roman feast: Mr. Carnegie's entertainment: over two thousand tulips and crocuses and thousands of roses used: A menu which almost the whole world furnished: Delightful musical program."

We are informed that this banquet was given to the President of the United States and his Cabinet, and also to the delegates and officers of the International conference, and the brilliant reporter proceeds to say that "all that money could provide and taste suggest, to combine beauty of surroundings with the enjoyment of an epicurean repast, had been brought into requisition to secure the desired end, and the result was a success far beyond that anticipated, but none the less gratifying. * * * Undoubtedly it was the most elegant affair ever given in this city, if not in the United States. The room resembled a conservatory supplied with plants and blossoms. The side halls were almost completely hid from view by plaques of palmetto leaves, intertwined with southern smilax, deep green and glossy, and white grows wild in the Carolinas, from whence this had been brought. The north hall, back of where President Harrison and Mr. Carnegie sat, was a gem from the florist's hands." Then after a vast deal more of the same sort about "maiden hair ferns," "upholster sixteen feet high," "mammoth four-leaf clover," "mounds of Ulrich Branner, Gabrielle Lucretia and Manga Charta roses," the reporter told a gapewide world what the modern Lucullus, sired by a protective tariff, gave his guests to eat. Among other things the farmers and wage-workers of the country were informed that the fish, being a "sole, was secured from England, the mutton from Scotland, and the spring chickens from Louisiana. The celery, olives and anchovies were served in the finest cut glass, and the salted almonds and radishes in dishes of solid silver. The forks and tableware were throughout the dinner were also solid silver, while the plates and service comprised Haviland china with the exception of the fish course, which was served on plates of royal Worcester." It is also stated that the silver alone on the table cost \$3,000.

This man Carnegie has been eminently successful in receiving tribute from workmen. He has employed thousands of them, and it is well known that he never paid them fair, honest wages; and it is well known that the difference in what he should have paid them and what he did pay them was not less than \$325,000 a year—a robbery of labor, which would in ten years amount to the enormous sum of \$3,250,000. Under such circumstances, it is not surprising that he can give banquets which for magnificence defy exaggeration. But this pirate, Carnegie, is only one of thousands who give banquets and pay for them out of the earnings of workmen. To antagonize

onize this robbery is certain to be visited with such penalties as the money power can command. Mr. Voorhees said:

Mr. President, those who have sought to reform the enormous abuses growing out of consolidated wealth, legalized avarice and educated rapacity, have in all ages been met with the most vindictive, unsparring and sanguinary hostility of which history makes any record in the affairs of men. Those who have invaded the seats of ancient wrong, and disturbed the enjoyments of privileged oppression, have in every era of human progress been assailed as enemies of law and order, seeking to break down the safeguards of society; as agitators, firebrands, iconoclasts, and traitors to their government. Evils which have grown venerable and hoary in plundering the tolling masses of mankind have always been upheld by caste and aristocracy, whether in council, debate, or by the steel clad hand of war, or by the ghastly gibbet. It was the awful denunciation of the mighty Nazarene, hurled against those who were "full of extortion and excess," rather than the preaching of a new dispensation, which inspired the accusations before Pontius Pilate; and those who followed Him with bitterest execrations and most insolent triumph to His death agony on the cross were the usurers, the money changers, the accursed plutocracy of Judea. And from that great hour to this the resentment of chronic and corrupt riches, entrenched behind accumulated laws and constructions, has known no bounds at the intrusion of the reformer; it has been the most envenomed and merciless sentiment ever known to infest and pollute the human soul. The ablest statesmen and the broadest philanthropists have not been spared when found, in any age or in any part of the globe, laboring to reform the abuses of concentrated wealth.

The question arises, how long will the farmers and workmen of the country consent to be the slaves of the money power?

A writer, in the *Labor Leader*, signing himself "Shoemaker," asks, "when will the labor agitator stop?" Answers as follows:

1st. When every man and woman receives their equivalent in wages for hours employed.

2d. Not until we get our day's work down to 8 hours per day, with no reduction in pay.

3d. Never until the inhuman manufacturer realizes that the objects employed by him are human beings.

4th. Never while there is one man or woman in our shops who refuses to join our unions.

5th. Never until shop-contract work is abolished and every man put on an equal footing.

6th. Never as long as we are compelled to associate with scabs and duffers under the same roof.

7th. Never while the manufacturer puts all the cream in his pocket and gives us a paltry allowance of skim milk.

8th. Never until we see our craft par-excellence and the name of every union manufacturer labeled on the shoe.

9th. Never until every man and woman can show a clean due card before they strike a blow in the shop.

10th. Never until our legislators give us a little legislation and let the rich rest.

11th. Never while we are compelled to work in the same room with obnoxious men and women called scabs.

12th. Never until we see the banner of the International Boot and Shoe Workers' Union floating over a defeated and demoralized manufacturers union.

The spirit that animates "Shoemaker" is abroad. Thousands multiplied have caught it and agitation is to increase and agitators are to multiply. We like the signs of the times immensely.

UNDER the caption of false philanthropy an exchange says that "it is one of the strange inconsistencies of human nature that men prefer to do good through the medium of benevolence rather than through that of justice. It is not uncommon to find the seller exerting every energy to get more than a fair price for his goods, and the buyer putting forth equal efforts to obtain them for less than their true value, and yet both subsequently uniting to found some charitable institution, to uphold a church, to promote a reform, to relieve distress. There are men who will grind the faces of the poor in the morning in their business and in the afternoon subscribe a good round sum to provide them with food and shelter, says the *New York Ledger*. There are women, both wealthy and of moderate means, who will drive a sharp and hard bargain and will give only the smallest possible sum to those whom they employ to work for them, yet who will willingly give far more than they thus save when a tale of distress arouses their sympathies and excites their pity." Yes, and it frequently occurs, that these men and women who grind the faces of the poor, are the most blatant of church members, when funds are to be raised for the "benighted heathen," who, whatever else may be said of them, are free from diseases, corruptions, hypocrisy, crimes and shams of christian (?) civilization.

NUMBERING THE SLAVES.

The *New York Tribune* prints the following:

A curious circumstance brought to light by the taking of the census is the fact that in the coal regions of Pennsylvania large numbers of Hungarians, Poles and Italians are employed who are not known by their names, but simply by numbers. The system is not exactly one of slavery. These men, are, rather treated as beasts of burden, who are capable of doing a certain amount of work but are scarcely recognized as human beings at all. When accosted by the census enumerators, they refused to give their names—probably under the belief that the system to which they are subject would not allow them to call their souls their own. The amount of liberty which they can claim for themselves in this land of freedom is small indeed. There ought to be no place under our institutions for a system that treats men as of no more account than automaton or brutes.

Read the above from the *Tribune*, and then make a Fourth of July speech.

Nepotism.

And this is toil, that I a coin might jingle in my palm!

Where then is my ambition that spurred me on?
Must then our aims in life be all confined to bread.
And the pittance we receive the full measure of reward?

EVERY position, every promotion and every advance should be obtained by merit and ability. A promotion secured by favoritism, regardless of the service and merit that justifies it, is unjust to the employer and an injury to the one who accepts it, and still more so to those who have earned it, not only by possessing the necessary qualifications, but by length of service that developed those qualifications. The rights of these men are first entitled to consideration, and their claims should be respected. While I recognize the natural desire to advance the interests of a relative or friend, yet we must admit the injustice of doing so, when done at the expense of others. Promotion should not depend upon what relation the humble employé bears to any one of the officials, and while it may be borne quietly and with seeming indifference in many branches of industry, its evil characteristics are made particularly prominent in the railway service for obvious reasons that are not necessary to explain.

I have said that promotion of this character is an injury to the one who accepts it. When a fireman or engineer (and what I say of them in this relation can be applied to any other railway employé) receives a promotion by virtue of relationship, he becomes a party to an injustice that will sooner or later visit him with retribution. A change of administration would certainly destroy him and what comes quicker or more unexpectedly than a change of administration? A man of character and ability may survive the change, but can we say the same of him who holds or fires the premium run, simply because his uncle has placed and sustains him there? How will he stand with his fellows when he has lost that situation with that taint fastened upon him? By then he is disrespected and avoided, a feeling that rather grows than diminishes. He has lost an admirable trait of manhood, and when he is forced from the position he has usurped, which he certainly must surrender sooner or later, he will receive the fruits of his iniquitous conduct. It is justly concluded that a man who is guilty of this would, in all likelihood, if opportunity offers, do still worse to advance his own interests. He fills a position that in justice belongs to another. Even if he has the ability it is looked upon more as a reflected quantity from his more fortunate relative, who perhaps holds his position under similar circumstances, than the possession of any of the genuine article.

Why is this method of promotion an in-

justice to the corporation? Because often the corporation is paying for services that it does not receive, and always under nepotism a condition of affairs is established that creates a chafing discontent by which the service is injured and its best interests are frequently neglected. The writer knows of instances where men have been discharged for even complaining of this wrong, and on a certain railroad there is a confusion existing from the same cause, that looks like chaos in its demoralizing effects, brought about by advancing favorites and relatives above men who have earned and are deserving of the promotion. The incompetency of a man cannot always be ascertained without a trial. A faithful service ought to have some recognition beyond the payment of dollars and cents, and when this is practiced there is harmony of action and feeling, stimulated by the hope of reward. The very fact of its absence shows clearly that the officials in charge lack a very necessary qualification for that position. His knowledge of machinery may be superior, but who will deny that there are other qualifications equally as important to the success of a business that is carried forward by intelligent workmen? Indeed, it is small consolation to him who fires a locomotive to feel that from its toil and drudgery labor there is no better future, or a future that is unjustly prolonged by the undiscriminated of an official. He that is denied his right by those that have the giving should be promptly supported in his demand to obtain it.

Tim Fagan.

When the Train Comes In.

There are eager faces near,
And a half subdued cheer,
As around the curve the cars unsteady spin,
While impatient feet await
For the opening of the gate,
At the station when the train comes in.

There is handshaking and kissing,
And inquiries for the missing,
And a searching here and there for friends or kind,
There are sad or tearful sighs,
And a waving of good-bys,
At the station when the train comes in.

Then from out the baggage car,
Oh, so careful, lest to jar,
Comes a long and narrow box amid the din,
As the mourners gather round,
There's a sobbing, wailing sound
At the station when the train comes in.

Then the ringing of the bell,
And the whistle, clearly tell,
They are ready a new journey to begin,
For it brooks not to be late,
There are other hearts that wait
At the station when the train comes in.

Helen F. O'Neill, in Family Adm.

MECHANICAL.

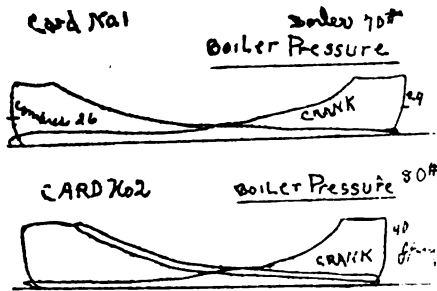
Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the *tenth day* of each month.

MR. EDITOR: Among the many good things in the July *Magazine* I was pleased to see comments on the device for drafting water 37 feet by a correspondent signing himself "Ex-sub." Now I want to say to "Ex-sub" that it was solely for the purpose of drawing out opinions on the subject that I reproduced that device and I am pleased to see that my object has been attained, the more so as "Ex-sub" seems to be in a position where he can give the device a practical trial. It seems incomprehensible to me that a well established law of nature can be overcome by any mechanical device. I cannot see how the vacuum formed in the stand-pipe can have any other effect than to divert a portion of the water from the suction pipe after the pump has commenced running, and it seems to me that as soon as the suction pipe was cleared by the pump that atmospheric pressure would force the water into both pipes alike and the pump would lose its action. If water can be drafted 37 feet by means of this device, I see no reason why it cannot be drafted 50 or even 60 feet. I hope "Ex-sub" will give us the result of a practical demonstration soon. I want to thank "Eccentric Strap" for his good words, but I think "E. S." is inclined to give me too much credit. I am not quarreling with existing methods of computing "H.P." (it's Dr. Wilson that's doing that) what I find fault with is the orthodox method of determining duty. I may be far at sea in my application of the terms duty and efficiency; if so I want to find it out. Also it may seem very presumptuous in me to dispute Rankine, but I am rather iconoclastic in my ideas and while always open to conviction, I will dispute the highest authority on points that do not agree with my reason. I think we are all too ready to let someone else do our thinking for us and I can readily believe that the world has lost many useful inventions because they involved principles that run counter to the *highest authority*. There is ever a tendency to allow opinions to crystalize into creed, especially when some eminent author enjoying power of clear and comprehensive exposition becomes recognized as an authority. His works may be the best extant on the subject in question, they may contain more truth with less error than we can meet elsewhere, but to err is human and the best works should ever be

open to criticism. Well, I have moralized long enough and will get down to business. As I understand the term *duty*, it has no relation to the term H. P. only so far as to demonstrate the economy with which H. P. is performed—that is "it is the amount of work done with a given amount of fuel." One engine does a certain amount of work with 100 pounds of coal, another does the same amount of work with much less coal, or does much more work with the same amount of coal. We speak of the latter as having a higher duty than the former but it is entirely misleading because the quality of coal used and evaporative powers of the different boilers have not entered into the calculation at all. Now if we use steam as a basis we have something tangible, something that is always, constant in value, therefore we can speak of the result with absolute certainty as being correct. To show that there is some diversity of opinion on this subject even among recognized authorities, I will quote from some authorities on pumping engines, because that class of engines are the ones to which the term duty is most frequently applied. Bailey's method of calculating duty is to "multiply the area of the plunger in square inches by the pressure per square inch in pounds, this to give the load in pounds this times the feet per hour moved by the plunger and times the constant 100 divided by the coal in pounds per hour gives the duty. Thus suppose the plunger to have an area of 373.55 square inches and the water pressure to be 75.68 pounds per square inch then the load will be 28,293 pounds if the plunger speed is 10,908.4 feet per hour and the coal consumption 400 pounds per hour then the duty will be $28,293 \times 10,908.4 \times 100 \div 400 = 77,157,840$ representing the number of pounds of water lifted one foot high by 100 pounds of coal." Graff's formula for the duty of pumping engines is " $P \times V \times H \times 100 \div F = \text{duty}$ " where P represents pounds of water delivered per stroke as ascertained by measurement of plunger and calculation of its displacement. V the number of strokes made during the trial. H the head pressure in feet including friction through main as ascertained by gauges placed on ascending main just beyond the air chamber. F the number of pounds of coal actually consumed during the trial not deducting ashes or clinkers nor reckoning the coal used to get up steam nor banking fires." You will observe that while these two authorities differ slightly in methods of computation, their basis is alike. Now here comes Grimshaw another well known authority and says "The duty of pumping engines should be expressed in pounds of water one foot high per pound of steam at a stated pressure and degree of dryness" and I agree with him because his method agrees with my common

sense and the others don't. In my opinion the originators of this term "duty" never intended it to have any mechanical significance and it one were to trace the term carefully through all its uses to its origin he would find it had been perverted from its original use through the baleful influence of authority. What does the term amount to anyway? It expresses work in the economical sense why does not the term "efficiency" or "the ratio between the work put into an engine and the work done by it" cover this point fully? If it does not and it is necessary to retain this term "duty" why I say use a factor for computing it that amounts to something? "E. S." intimates that I made a mistake in my definition of the throw of an eccentric; maybe so, but I will wager "E. S." a new hat that I will find the throw of an eccentric by the method I stated in half the time he will by his method and 9,999 times out of 10,000 it will be the same. Now I don't want "Vulcan" to think that I criticised those cards without realizing the different conditions under which they were taken; my object was to stimulate discussion and draw out opinions on the relation between those steam lines and the set of the valve, what constitutes a theoretical card etc., etc. I think indicator diagrams are mighty good things to study in connection with valve motion. Now here are two cards taken from a "Hamilton Corliss" engine, cylinder 22"×48", Rev. 78, indicator spring 40" resistance boiler pressure in card No. 1 was 70", in card No. 2, 80".



The short line at top of crank end of cards is the line of boiler pressure, observe that admission line does not come up to line of boiler pressure; this is due to the fact that the steam travels through 70 feet of pipe from boiler to cylinder, observe where compression is shown. I have marked it in card No. 1. The double expansion line in card No. 2 illustrates the beauties of the automatic cut-off, that end of the card was taken twice; the inner line shows first point of cut-off, immediately after this end was taken more work was thrown onto the engine and she changed her cut-off to meet the

extra work; the card was run over again and you will observe that every line is preserved except the point of cut-off. There is a difference of about 40 H. P. between those two expansion lines. Now after I have seen some comments on these cards I will let you know something about H. P. developed and the way her valves are set. It may be that Corliss valve motion has no place in this department, but I think there are many who would like to know more about it than they do now. I did want to turn that injector problem over again and try to bring "Vulcan" up to the point of conviction, but I haven't time to write any more for this issue. Vacuum.

MR. EDITOR:—The following clipping is from the "Question and Answer column of the *American Machinist* :

J. C. S., Boston, Mass., asks: Is there an engine that runs from New York to Hartford and return, whose fire-box is filled with thirty tons of hard coal on starting, and requires no attention until it returns? A.—No; nor anywhere else.

The foregoing may excite surprise that it should be necessary for any one to ask such a question. Certainly none of our members would ask such a thing, and it is only the most gullible of mortals who could for a moment entertain the thought of its possibility.

The following is also from the *Machinist*:

J. B. ———, asks: If I tie a rope to a crank-pin of a locomotive wheel, the pin being on the bottom center, and pull at the end of the rope, in which direction will the wheel turn? A.—If you pull hard enough the wheel will tend to move towards you, provided you stand on the ground. 2. Does a locomotive piston travel through the cylinder, or does the cylinder travel over the piston? A.—The piston travels through the cylinder.

This revives an old question which was discussed in the *Engineers' Journal*, I think, years ago about pulling a driver by a rope and the answer above is in accord with common sense and the decision arrived at then.

If the answer to No. 2, that the piston ever travels through the cylinder, be accepted as a truth beyond cavil, it would dispose of the imps and their fulcrum at the rail in short order, and "A. D." will do well to have the *Machinist* revise its answer. *

OSKALOOSA, IA., July 7, 1890.

MR. EDITOR:—I am much obliged to "Vulcan" for his answer and suggestion. I would like to receive answer to another question: Does shutting the damper while an engine is working make the flues leak? If so, why?

Some engineers say keep the door open and the damper shut; others say keep the door open and damper open. My plan is damper shut and door shut.

A. A. Lindley.

Review of July Mechanical Department.

MR. EDITOR:—As I remarked the other day when some of our men complained of the excessive heat of the sun, "everything has its compensations, for on my night run I can ride along very comfortably and may even be obliged to close the cab to prevent getting cold," so it is that with the advent of sweltering heat of July we are compensated by the appearance of the *Magazine*, which, as I have good reason to know, is looked for and eagerly welcomed in many places, and which will rob many of the hours of their heat, while its readers are culling their appropriate portions for their individual use. Probably the only person who will not be soothed and kept cool by the July mechanical department is the "Dr.", for in the 18 to 20 columns which have been used in replying to his statements he will find not a few thoughts that burn and scintillate with brightness, and throw all the "Dr's." ideas in the shade, but as I have received no permission from our Editor, I shall not say anything more on this point, except that in corroboration of our friend "E. S." I have lately seen the pressure on a boiler rise at the rate of 15 to 20 pounds in a minute, but this proves nothing either way, except that steam is made much faster than the "Dr." thought.

LUBRICATORS. In reply to "F. H. H." let me say that the lubricators cannot control the distribution of the oil after it enters the tallow pipe, and that the only thing claimed for them is the steady feeding of the oil at all times, both when using steam and when running shut off. The steady supply of a little oil is certainly better than a flood at one time and a dearth at other times, as is the case with the common tallow pipe where you can only oil when running shut off.

COUNTER-BALANCING. Perfection under all circumstances is a very hard thing, and this is as true when applied to the counter-balance as to anything else on this mundane sphere. It is admitted by all that it would be a comparatively easy matter to balance the revolving parts, but in overcoming the momentum of the reciprocating parts the great obstacle to a perfect balancing is encountered, nor is this so apparent until steam adds its force to the conglomeration of disturbing elements. As railroad men know, nearly all engines will run down grade very smoothly at any speed, but if steam is given and the speed is not according to the calculations used in balancing, it will soon show its influence by jerking and pounding. This would seem to indicate that the parts were balanced before steam was admitted, and that the action of the steam produced the disturbance, which

would certainly result if the action of the steam was either fast or slow for the piston speed.

SMOKELESS COMBUSTION. T. Reece has some ideas which fully concur with others previously expressed in these columns, that a light fire with light feeding at frequent intervals will in a great measure abate the smoke nuisance, and render best results in steam.

SETTING AN ECCENTRIC. J. A. Hancock gives his idea on setting a slipped eccentric which would be correct were it not for the fact that the usual valve now has both lap and lead for which no advance has been made by his method. The old style valve as first gotten up was made without lap or lead, but would be too slow for our present development of high speed. The big side of the cam would thus have to be thrown forward or toward the pin enough to draw the valve back the amount of lap the valve has and the lead it is desired to have, and of course the same rule would apply to the other motion. What is meant by throwing the link over to bring the eccentric right I cannot understand and hope we shall hear from the writer again to explain it.

STEAM. We will next take up the questions in their order, the first one being: "What is steam?" The simplest and most comprehensive answer is no doubt this: Steam is an invisible gas, created by the addition of heat to water, until it reaches the "boiling point."

BOILING POINT. Ordinarily speaking, water is said to boil at 212 degrees, which is right for an open vessel at sea level, but as we ascend to higher levels, decreasing the pressure of the air, the temperature needed also decreases, and in a vacuum it only takes 92 degrees, or the heat of the hand applied to a tube containing it to make the water boil, while in a boiler under a pressure of 150 pounds it would take 365 degrees of heat to make water boil.

BOILER. In answer to "What is a boiler?" the answer from a mechanical point would be: It is a water and steam tight-vessel, so made as to give a chance to apply heat to generate steam and to retain said steam until wanted for use.

BOILER BRACES. As any kind of a vessel, made in any shape, or of any size, can and is used as a boiler, no definite answer in regard to the number of braces in a boiler can be given, for their number must certainly vary in proportion as the surface exposed to pressure is large or small.

SEAMS OF BOILERS. The seams of the boiler are first secured by rivets, and then the edges of the sheets are caulked with a tool made for that pur-

pose, care being taken not to spring the edges by too heavy caulking.

WATER SUPPLY. The boiler is supplied by a force pump, driven from some part of the running gear, or by injectors attached to the boiler.

INJECTOR. An injector may be described as an instrument composed of a number of tubes or nozzles, arranged within each other in such a manner, that steam admitted to it from the boiler takes up with it a quantity of water and forces it into the boiler against the pressure in it. I reproduce questions 8 and 9 as they are somewhat vague and require some explanation:

8th. If you were asked to find the distance between the centre of your front axle or the front drivers and the centre of your cylinder, how would you go to work to do it on a standard engine.

9th. If you should want to find out how close your piston comes to the cylinder head, how would you go to work to find out?—that is after you had knocked out the cylinder head and broken your piston.

Or as "J. H. A." says, they are questions which are asked in examination, which he has passed, he may favor us with the answers and make the points clear.

THE IMPS. Bro. Tucker has another round with the imps, but I am inclined to believe that he has another Lockwood job on hand, and when down in one place the imps will jump up in another and be imps still. I am out of the Imp, Lockwood and Wilson controversy and shall stay out.

COAL USED. "Vacuum" in the last part of his article assures me that he did not exaggerate the amount of coal used by him and others out west, and I certainly did not intend to say that I doubted his word, and it is fully corroborated by the evidence of many others who have burned as much as he has.

Now at the risk of having you all out here looking for a job to fire for me, let me tell you about how much coal we burn in a trip. In the first place, our section of the division is nearly 50 miles long and we are expected to make one round trip over it for a day and put in as many trips for a month's pay as there are working days in the month, unless we are given a "shop day," during which we work at our engine in cleaning and doing odd jobs to keep her in good shape, and for these shop days we get the same pay as for a trip over the road. A full month's pay is \$55 for firemen and \$100 for engineers; if we do not make every day we receive less; if we make overtime we get more. Now about the work: This end of the section is over 900 feet above the other, or east end, and we therefore get trains averaging about 950 tons to take east, while during the first half of our return trip we get about 425 tons, which is cut down to about 340 tons during the last half on account of its steeper grades. Our speed does not

exceed fifteen miles per hour, and it about all our "Mogul" (a Cooke of Paterson pretty well worn) can do. We burn anthracite coal and when we first got to my fireman was somewhat over anxious to clean the fire three times, but when I became better acquainted with her I urged him to try to run her further without cleaning and by simply shaking and rolling the grate bars we now run the round trip only cleaning the fire once, when half way back. I am sorry that I cannot give the figures, for our coal is not weighed out to us, (we go to the pockets and draw out what we think we have enough for the round trip) but from the best estimates we can form, we feel sure that we do not burn more than 3½ tons and perhaps three tons would be nearer right. Now how is that for firing, you fellows who tell us about showing 7, 8, 9, or even 11 and 13 tons in a trip. During June my fireman got \$2.20 a trip leaving his home at 6 P. M. and returning at, or before, 6 A. M. each working day. My pay was \$4 a day during June; (you know June is a short month and had 5 Sundays) it which left only 25 working days and made it a big pay month when reckoned by the day; this month we only get \$3.70 and \$3.20 respectively, as it has 27 working days. We have to put them all in for a month's pay. Now please don't all come on here for a job!

PUMP LIFT. Science has laid down a rule that atmospheric pressure being removed from a pump barrel, air will lift the column of water about 34 feet, and it is a matter of doubt that this device will set aside any law of nature, and any attempts in this line have been doomed to failures in the past and will no doubt continue so to the end. As we now have a pump 32 feet deep which might work better, for a day we may try to see if there is any gain in the additional pipe, and if tried will report to our readers.

AIR OVER THE FIRE. "B. A." thinks it is best to admit air by the door, really there is no other way of letting in air except it is passed through the fire, and unless it had dead spots in it would work the fire and produce that more heat. On our "Mogul" we hardly close the fire door, but keep it on the widest possible latch and find that the more "God's free air" we burn, the less it takes the company's coal, and we see no effects on the flues from it. To match "A's." story of 14 miles with 18 scoops of coal, let me say that after leaving the yard with a 950 ton train behind our "Mogul" we run about 22 miles during which time the "boy" puts in about 35 shovelfuls of coal and then has enough to run 7 miles further without feeding anymore.

ROCKER ARM "Subscriber" asks about the different rocker-arms used, and wants to know why there is a difference on engines of the same size and capacity otherwise. "Sub." will no doubt find that this arises from the position of the lower rocker-arm which carries the link-block. On engines where the link-block is in line with the centre line of the wheels, the straight rocker is used, but if the link-block hangs below the line, it drops the centre line of the eccentrics just that much, and when the valve is at the middle position on the seat the upper arm wants to stand perpendicular, while the lower one should be at right angles to the centre line of the eccentrics. The amount of "bend" in the rocker depends therefore on the distance the block hangs below the centre of the wheels. On some engines the makers shorten the lower arm, but in order to keep the travel of the valve they have less throw in the eccentric cam, thus all of the "Baldwins" have more valve travel than they have eccentric throw. Such are my opinions as I have formed them by pondering on the subject, and searching available authorities on the matter. *Vulcan.*

EAST SAGINAW, MICH., June 25, 1890.

MR. EDITOR:—I am not more satisfied with L. A. Wilson's figures this month than I was last December. If the readers of the Mechanical Department will look up their December *Magazine* and turn to page 1077 they will find the question: "How much steam is used in a 10×16 engine, 200 revolutions per minute." The Doctor takes a boiler containing 146,578 cubic inches, and uses one-tenth of that for steam space, 14,658 cubic inches, and fills that with steam at 140 pounds pressure per square inch; then he takes his 10×16 cylinder with 1256.64 cubic inches, and by his calculations makes this 10×16 cylinder use all the steam in the boiler in 3.5 seconds and then wants to know what we will do for the next 14 minutes and 56.5 seconds.

In the first place the cylinders never drew the amount of steam from the boiler claimed by the doctor, and I never saw an engine running at the rate of 200 revolutions per minute but was cut back to the 6, 8, 10 in. notch, and worked in this manner she would use from the boiler from $\frac{1}{2}$ to $\frac{3}{4}$ of the amount of steam claimed.

Again, the doctor does not give the boiler any show. He raises his steam by a rule formed from observation while standing still, and proceeds to use it while running.

Just here I want to say that a boiler that will require ten pounds of coal for each square foot of grate surface in an hour will evaporate nine pounds of water. The same boiler, running at a high rate of speed and burning 75 pounds of coal per square foot

will evaporate seven pounds of water to each pound of coal burned. The amount of water evaporated in the first instance is 10×9×90 pounds for each square foot of grate surface; and in the second case the same boiler, under forced draft, will evaporate 75×7×525 pounds for each square foot of grate surface. There is a vast difference in the total amount of evaporation, but each pound of coal under forced draft produces less steam, in the proportion of nine to seven pounds.

In the June *Magazine* the doctor gives everyone a raking who does not agree with him, and claims that steam has credit for more than is its due, and that he has demonstrated it. I can not see that he has proved a single one of his propositions.

I would ask the doctor whether he claims that an engine will evaporate as much water or make as much steam standing still as when running, and what it amounts to, to watch the rise of ten pounds when standing still. There are any amount of locomotives that will go up ten pounds in a minute when standing, and make any quantity of steam on a side-track, but when out on the road they will go backwards a good deal faster. I have no Rankine or Watt to refer to, but only give the result of my own observation and experience.

The doctor should come down a little, so that a poor fireman can "catch on" to what he is saying. *F. J. Hill.*

The "Hammer-blow" Again.

Among the news items from Congress we note that a bill has been introduced through the influence of Mr. Lockwood with the representative of his district, which proposes to appropriate the sum of \$25,000.00 to test the destructive powers of the "hammer-blow" of the counter-balance. Some time ago a circular was issued inviting the railroads of the country to make up a purse for the purpose, but it seems that they did not feel like contributing money towards a project, which if it resulted as its progenitors hoped, would consign all their locomotives to the scrap-heap as antiquated annihilators of bridges and destroyers of human lives. Attention was then called to the fact that, as a proof of the dangerous character of the "hammer-blow" would at once establish the "Shaw" as the only perfect, and therefore the only locomotive worth having, a little expense should not deter its friends from establishing its pre-eminence, and reap the reward of fame and dollars which such demonstration would bring with it. But with a persistency worthy of a better cause, it is now proposed to use "Uncle Sam" with a portion of his treasury, to lend a lacking dignity and supply the cash. It hardly seems to be the proper thing to thus saddle

"Uncle Sam" with the expense of the demonstration when it is to be presumed that none of the profits would ever be given to him, but it would, no doubt, be worth something to have the "hammer-blow" question put to an effectual test and settle the windy discussion forever.

PORT MORRIS, N. J., July 8, 1890.

MR. EDITOR: When I called attention to the books and models in the June *Magazine* I expected to be obliged to send them by express, but I find that I can send the models by mail at a uniform rate to all sections of the country and instead of being obliged to charge more for orders taken from beyond the Mississippi I can deliver them even there at the same rate, \$4 for a model, \$2 for a book, or \$5 for the two. As an inducement to clubs I will send 15 books and one model for the regular price of the books alone, namely \$30, all prepaid.

As a number of inquiries have been made about the size of the model, let me say that the driver is $3\frac{1}{2}$ inches in diameter, the piston has $1\frac{1}{2}$ inch stroke and the valve has about $\frac{1}{4}$ inch travel and that all parts are in plain view at all points of the stroke.

Yours fraternally,
Wm. Weiler.

We Move.

From far and near come the signs that locomotive engineers are waking up to a recognition of the fact that there is room for improvement in themselves as engineers. Discussion is rife, the lodge rooms are full of "engine talk," books are being purchased, models set up, and a gradual increase of self improvement is evident all over the country. It is time this came, and can but benefit all who take part. The greatest benefit will be to the companies employing these men, and they are the first to recognize it. Early this month we received a letter from a well-known master mechanic, headed, "Why is it that engineers and firemen are so afraid they will learn something?" Ten days later we got another letter from the same man, reading: "Hush, don't say a word; the engineers and firemen have started a debating club. What is the price of that valve motion model? If they last a month, we will give them one." Good deal in this; think about it.—*Locomotive Engineer.*

The New York Central & Hudson River road has placed an order with the Schenectady Locomotive Works for twelve very large passenger engines for fast trains. They will have 19×24 in. cylinders and 5 ft. 10 in. drivers, the fire boxes 8 ft. long and 58 in. boilers, so equipped that the engines may be compounded with but little additional expense. They will weigh 115,000 lb. and delivery will commence March 1.

Car Reports.

The New York, Susquehanna & Western has issued specifications for four passenger and two combination smoking and passenger cars. The contract will probably be awarded in a week.

The Chicago & Alton is building at its shops, Bloomington, Illinois, the cars for four new through passenger trains, which are soon to be put in service between Chicago and Denver.

The Wason Mfg. Co., of Springfield, Mass., is building upon 10 more cars for the Old Colony and Boston Central, and has orders also from the Boston & New York Shore line and the Cheshire road.

The West Virginia Central is receiving a lot of 60,000-lb. drop bottom gondola cars for coal, coke and lumber traffic, from the South Boston Car Works, at the rate of eight a day.

The New York Central has within a few months added 50 new standard coaches, heated by steam and lighted by the Pintsch system, to its passenger equipment.

The Duluth, South Shore & Atlantic has just ordered three new and elegant Wagner sleeping cars, embodying all the latest improvements. The cars will run between Duluth & Mackinaw.

The Georgia Pacific has received 50 more new cars from the United States Rolling Stock Co., at Alton. The company is building 50 more of these for the Georgia Pacific which will be delivered shortly.

The Northern Pacific has ordered 1,000 freight cars from the Barney & Smith Co., and 500 from the Insular Car Co. The former will be equipped with Janney couplers, the latter with the Gould couplers.

The Ohio Falls Car Co., of Jeffersonville, Ind., present employ 2,500 men. Last year the company built 2,810 freight cars and 110 passenger cars. During the first two months of the year no freight cars were built.

The Buffalo, Rochester & Pittsburg will soon be on the market for a number of box cars. They have built one as a sample, and intending bidders will be required to examine it before making bids.

The New York, Ontario and Western are about to order fifteen new passenger cars. They will be furnished with all the most approved equipments, and will be lighted with the Frost Dry Carburetter system.

The Consolidated Car Heating Company, Albany, N. Y., has absorbed the Automatic Car Company Heating Company of Detroit, Mich., and has acquired the ownership of the "Peerless" coupler and other valuable appliances for steam heating.

The Milton Car Works, at Milton, Pa., are completing an order for 100 60,000-pound hopper bottom gondola cars, and have on hand orders for a number of cars for the Lehigh Valley, New Jersey Central and other roads and some for Havana, Cuba.

The Ohio Falls Car Company, Jeffersonville, Ind., has recently taken the contract to build 22 passenger cars and 1,200 freight cars for the Central Railroad of Georgia. These works are now very busy and are turning out 2 passenger cars a week and 22 freight cars a day.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

THE WOMAN'S DEPARTMENT.

We trust our correspondents will not think it shows a want of appreciation of their most acceptable letters if we once again offer a word of criticism. It is something of a task to prepare from thirty to fifty communications for the publisher, and much of the labor might be saved for the editor if the writers would only exercise a little care and judgment. For instance, the most casual observation would show the writers how to commence their letters. First, the name of the place where they are written and the date, and then the caption "Editor Woman's Department." Some of our readers will say, "Why consume time with such a suggestion as this; of course everybody knows how to commence a letter." And yet we have to dip our pen in red ink and make these corrections upon three-fourths of all the letters received. We realize that it is impossible for everybody to write a beautiful hand, but surely all of our writers can take clean paper, write with pen and ink instead of pencil, write only upon one side and fold their letters neatly, which is not always done. It is equally impossible for all to spell, punctuate and capitalize correctly, but if our correspondents would study the published letters a little they could see that all sentences and proper names must commence with a capital letter; also the words Lodge, *Magazine*, B. of L. F., and the pronoun I. We might almost say that it is the exception when we receive a letter that does not have to have these corrections made. The names of persons should be very carefully and plainly spelled, as we cannot be expected to know how they should be written.

Nobody should ever send a letter for publication without first reading it over critically, supplying all omitted words, and correcting mistakes made through haste or carelessness, but instead of this our correspondents add a postscript, saying: "I have written this in a hurry; please correct all mistakes and prepare it for publication." This is usually the case with young writers whose time, as a rule, is not so valuable as

to necessitate such undue haste. If you write anything which you consider of sufficient importance to occupy the pages of a *Magazine* whose space is very precious, surely you can take the time to revise it or have it done by some of your friends. In regard to the subject matter of your letters, — if you have nothing to say, say nothing. With the endless number of topics demanding the attention of the women of to-day, it is not necessary to waste a postage stamp to say that you are surprised and ashamed not to see anything from Lodge No. 420; that you know nothing about them yourself, and you hope this letter will not find its way into the waste basket. That is the proper place for it. We would much prefer a recipe for making corn bread or washing overalls to one of these stereotyped letters. As for the wearisome request in regard to the waste basket, we have given up all hope of ever breaking our correspondents of making it, and are resigned to the task of crossing it out of nine out of every ten letters received.

We make these criticisms for the benefit of the Woman's Department. Our correspondents certainly would not put a keg of beer and a cuspidor into their parlors to attract the men; although a witty lady, who is a widow, says she gets some one to come in and smoke a cigar occasionally so that her house will smell as if there was a man about. This Department is our own, through the courtesy of the B. of L. F., who have set it apart for our use, just as they always provide for the women who are connected with them by the various ties of relationship. They do not want it to be like their own any more than they want their home to be like their place of business. Let us conduct it for the advantage of women and not with an eye to attracting the men. If they want to come in and visit us occasionally, as they have done in the past, let them feel that they are welcome; but let them come as men should always enter the presence of women, with the most profound respect and appreciation.

A comparison of our Department with that of each preceding year shows a steady improvement. We trust our contributors share in our ambition to make the standard still higher, to further increase the interest and usefulness of the Woman's Department, and to keep pace with the marked advancement of the entire *Magazine*. This can only be done through the active coöperation of our many friends. To them we are entirely indebted for the success of the past, and upon their assistance will depend our future prosperity.

A Type-writers' Union has lately been organized among women in London, to prevent the lowering of wages.

HOT WEATHER THOUGHTS.

A long week with the thermometer registering over a hundred degrees, with the nights as hot as the days, the leaves motionless upon the trees, the flowers drooping their pretty heads, the sun blazing down from a hot, blue sky, and not a cloud to temper its glare or shadow the parched earth! Poor, suffering humanity is exhausted by sleepless nights and uncomfortable days. What a deal of patience it takes to get through with it in a manner creditable to ourselves. It is so very hard to be courteous and amiable and even tempered when one is physically wretched, so difficult to preserve one's self-control when all around are cross and exasperating and ready to fly to pieces at an unlucky word. It is during these long hot spells that one's servants take on their most aggravating ways; that one's husband shows a disposition to return to the savage habits of his ancestors, and that wives wish they had never married,—indeed, had never been born. Human nature is most unlovely at such times, and yet how beautifully do those traits of character shine forth which are able to rise above all physical environments and enable their possessor to preserve a calm self-poise and by a kind thoughtfulness make it easier for others to endure their discomforts. We all know a few such noble souls, a large proportion indeed, when we consider the many infirmities of temper and inherited tendencies against which frail human nature must eternally contend.

The class most deserving of sympathy and consideration during hot weather are the children. Their cry of distress is heard throughout the land and it does not always meet with the tender response it deserves. Older people have the consolation of reason and experience. They understand that the heat is inevitable; that other persons are as uncomfortable as themselves; that it only makes matters worse to fret and lose one's temper; that it must soon come to an end, the cooling breezes spring up and the refreshing rain descend. But the children do not comprehend any of these things. They only know that they are miserable and they want to be comforted. Would that an appeal for these little ones might be made which would reach every heart! Would that during this long, hot summer they might not receive a cross word or an unkind blow! When parents themselves are warm and exhausted the crying and complaints of children are most aggravating and the impulse to scold or strike is almost uncontrollable but it is a grievous mistake. To punish a heated, half-sick and wholly wretched child is an unpardonable sin. O, mothers, be patient with your children. Bathe the hot bodies with cool water to which a little borax has been, added put

on fresh clothes, give them some bread and milk, take them to some shaded place to play or sleep. Be gentle and considerate with them, apply the Golden Rule, and in after years you will be very thankful for the wisdom and self-control which enabled you to be a truly loving and tender mother. Your cares are many, your burdens are not light sympathy and appreciation are often wanting where they should be given; but do not falter in your duty, a sit seems plain to you and your reward will not fail to come, even though it may not be until time touch your faces with indelible lines and wear the silver threads into your hair. It will come with that peace and serenity that mark the closing years of a life which has been faithful to its trusts.

"MAMIE," of Longview, Texas, is entitled to the new dress promised her if she would write an answer to "Kicker." She sent most vigorous one, but we were unable to use it. We have filled that much talked waste basket this month with replies to "Kicker," all spicy and readable, but I feel quite sure that our readers have been enough upon this subject. "Kicker" has been severely handled, but no more than he deserves. It will be some time before another of his kind will break into columns. Our readers must let their indignation subside and turn their attention to more agreeable subjects.

May 10th 1904

Editor Women's Department.

I noticed in the April number of the *Fireman's Magazine* the editor's article about wives meeting their husband with a smile. I have read a great many articles on this subject and often wondered where there is nothing said about husband smiling occasionally. Instead of the wife doing so much and why not compromise and both do a fair share? There are times, I know from experience, when I was an angel she could not meet her husband with a return with a smile, a really heartfelt one. Now for instance you are in her place and everything has gone wrong as some days do seem to go wrong from the time you rise until you retire. You get up in the morning with a headache, the morning is cloudy and gloomy, the fire is slow and the children are cross, and there is a big day's work to be done. You get breakfast over and the older children off to school. Now you think I'll get my work all done, sweeping, bedrooms in order, etc., etc., room straightened and dusting done, and dishes washed. Then there is that suit of overclothes I had forgot to bring home in time for the washing. I must have them ready when he gets home. Then there is some ironing left over from yesterday and some baking to be done for his dinner. You know you must always have something on hand for you can't tell when he may be home, if he should happen to go right back, you must have something for a lunch. Then there is that ironing I promised to have finished by evening and it is a good day's work in itself.

So you begin on the dishes. You get a tablecloth washed. Wasn't that a knock at the door? You hastily wipe your hands and smooth your hair and look at your dingy dish apron and feel vexed. It is an early call, but you hurry to the door. It is a neighbor with complexion powder. You tell him you don't want it, but he tells you of its superior quality and insists on you taking it. You tell him no

fact you never use complexion powder of any kind, and do not want it. Then he shows you a preparation for curling the bangs, you must try that. At last when your patience is nearly worn out you make him understand that you are not going to buy it and you see him start off. You feel relieved and go back to your dishes, get the greater part of them done, when you hear another knock and a voice in the hall. You leave your dishes to see who it is and what is wanted. It is a neighbor (who has a servant at home doing her morning work) and she feels in a gossiping humor and wants advice about the color, kind and quality of a new dress she is intending to purchase. She has "just run in for a minute," to talk to you. You offer her a chair but she refuses as she has "not time," but she stands and talks of everything but the business upon which she came, and you stand also wondering if she is ever going to talk business, and if your head can ache much worse. After a half hour she thinks if she is going to town to-day, she must be starting. She goes with very little idea of anything you have told her concerning her dress. You go back to the kitchen, the fire is out, the dish water is cold, and the dishes you left unwiped are all streaked and dry. You start the fire, get another pan of water and do your work over. This time you finish them. You then begin on your beds and all through the rest of the rooms until you come again to the kitchen. All the time your head continues to ache. At last the morning work is finished, the overclothes are on the line (but it looks so much like rain you are afraid they won't get dry.) Now you think you will hurry and get your baking ready while your irons are heating and have your kitchen work all done. You get that in the oven and then oh! how your head and the children's heads look. You must now attend to that, and the children are cross and your head does not feel better. But at last you get those few pieces ironed and think to yourself you will never leave your ironing to over to another day if you had to stay up until midnight. By this time it is dinner time. You think you can't spare the time to cook as you have lost so much time, so put a lunch on the table and use the coffee left from breakfast and tell the children you will cook when their brother gets home from school. After eating your lunch you go to your sewing room but the children have been in the front part of the house while you were so busy and have soiled paper on the floor and disarranged other things so you have that to straighten. At last you sit down to finish that piece of work. You are tired and nervous and don't feel like sewing but you have promised it should be done to-day and you must do it. Tap, tap; there is some one at the door. It is a woman with another dress she wants made, and of course you must lay down your work and show her the books and plates. She chooses first one then another and changes her mind a dozen different times. You explain each cut she admires and all the things she don't understand and at last she thinks she likes the one she chose first and will have it made like that. Then you make out a list of things and while you are putting them down she is looking through the books and has found something that just suits her. You begin another explanation and make out another list of things needed. Then you think she will be satisfied but she don't. She picks up your work turns it over and examines it, compares it with the cut, and whose it is, how much it costs and criticises the collar, etc., etc., then tells you how a dressmaker has ruined "a dress for her, and before she takes her departure you find she has changed her mind three different times before the dress was finished. After it was cut, but the dressmaker gets the name.

At last she is gone, and as you have been trying to finish while she was telling of the last dress she had made, you find you have made a slight mistake in setting on trimming, so you have to rip and do again, and you feel mad enough to pitch her old dress into the street, but you don't because you have no time to spare. Just then you hear it raining and you know it has been such a gloomy day that these overclothes are not dry and will not get to-day. So you can put down your work and hang them in and hang them near the stove and start a fire. Just then you hear a whistle and know

it is your husband's engine and understand that he has "doubled back" unexpectedly. Now you must hurry and the children now home from school, they and the little ones are hungry. So you begin your biscuits and get your hands in the dough, and here is the woman after that dress and of course it is not, done how could it be? You get the dough off of your hands and try to explain but fail and your customer is disappointed. You tell her you are sorry but that does not help the matter; perhaps she tells you you should not have let anything kept you from your sewing, etc., etc. She leaves and you go back to your biscuits and your supper. You are tired and as you gave the children only lunch for dinner they are all asking for a piece, and when will supper be ready? Then you hear your husband's step and you feel like you had been guilty of some misdemeanor. He comes in, he is tired and hungry and looks it. You look at him with the dish cloth in your hand and smile a sickly ghost of a smile. Now we know that a fireman after going over the road twice without rest and sleep can't look smiling especially if he is hungry besides, and when he sees supper is not ready, he is likely to do something else than smile. He wonders, and not smilingly, why supper ain't ready? What you have been doing? Did not you hear the whistle? etc.

Well, there is no use to explain it is too long a story and you are too tired and lack patience to explain and know he could not understand and you don't like to trouble him with your petty worries. So you tell him you were not expecting him, and your husband thinks, perhaps tells you, that you ought to know when it is supper time whether you are expecting him or not. And as he is too tired and hungry he can't smile, and a hungry man can't smile a nice smile any more than can a tired and worried woman. So there is silence save for the children, and supper is prepared and eaten and the children put to bed. Hubby goes too as he must start out again before daylight. You clear away the supper things and iron those overclothes and pack the lunch bucket, then retire. You feel too tired and worried to sleep and that in some way the day had not gone as you should have wished. You cry a little perhaps, and wonder what those writers were thinking of when they tell wives to always greet their husband with a smile and a kiss. And finally you go to sleep and dream that "marriage is a failure." Now if your husband had come home as he sometimes does, cheerful and not felt tired and worried and you had been expecting him and your work had gone right and supper been prepared, all would have been different. You both would have smiled and the evening passed off pleasantly. Now will some fireman or his wife tell me who was to blame in this instance?

A Fireman's Wife.

P. S. Since writing the above I have read "Daisy's" letter in the April number and on finishing it I smiled a great big smile. She says: "I have left my work many times early in the morning to take a morning ride with my husband, he knowing well that to have me go would necessitate his having a cold dinner and even more than that, after returning he must take up the work I left undone and do it himself, all for the pleasure of having my company for his morning ride." Now that must be nice, it sounds very nice, but I am inclined to believe her husband is a minister or a doctor. I have known them to do such things, but a fireman, never. Why I could not ask my husband to do that, but I would like to go just the same, but I think most of the worry and disagreeableness of married life is owing to the pursuit our husband follows. A man that labors as firemen do cannot be expected to humor and treat their families as a professional man can do. But I am certain that taking one month with another we firemen's wives enjoy life and its privileges as much as most wives. If one day has its clouds, the next has its sunshine. If our husbands do not smile the next time they come home we must hope they will give us a broad grin and that will make it balance. I think there is a great deal both can do to make home pleasant, and that husbands and wives should help bear one another's burdens.

WE MISS YOU.

Impromptu poem, in memory of our beloved friend, Mrs. George Oliver, who died June 2d at her home in Bergen Point. She was a tender and affectionate wife and companion, possessed of all those excellent womanly qualities which grace a home with peace and happiness. She leaves a large circle of friends and acquaintances, who feel that they have lost a valued friend, and will ever cherish the memory of her sweet and gentle life, which rested like a ray of sunshine upon all about her. Heaven has gained a treasure rich and rare, and although removed from our sight she is still our own, and our hearts reach out across the narrow boundary of the grave for her sweet presence, her dear love.

To the husband, who was always most kind and dutiful, loving and true, and who watched with the tenderest care and solicitude through the last painful hours, we extend our heartfelt sympathy.

Dear friend, we know 'tis weak and selfish
To mourn the so-called dead.
And wish that you were back again
Our love to share instead.

We know we should be glad your sorrows, over,
That you are from ills secure,
Happily escape the hard and bitter trials
That we must still endure.

But, oh forgive; for desolate and lonely
We are without you here:

We can but wish for you all times and seasons,
And miss you everywhere.

Yet while we would not bind your spirit to us,
Away from joys above,

Yet, oh, we hunger for your human presence,
Your words and deeds of love.

Your sympathetic thoughts, known, though unspoken.

Your silent, sweet caress:
The look of those kind eyes that shone upon us
With such deep tenderness.

No tree, or shrub, or vine, or bud, or flower,
But lifts sweet eyes to see,
And whispers in its dewy, fragrant language,
Some gentle memory.

No poem sweet, or strain of tender music,
Or song of happy bird,
But brings some happy recollections of you
By which our hearts are stirred.

And there's no place that we may e'er revisit,
Nor landscape we may view—
From mountain heights, to lowly purling
streamlet.

But they will speak of you.

We know that love, like spirit, is a thing immortal.

And that in your new sphere,
Amid the friends and scenes of wondrous beauty
You'll not forget us here.

You'll know that while we bear your loss with
courage,

As we know you'd have us do,
We count the hours impatiently that hold us
So long away from you.

M. E. B. A Conductor's Wife.

ROCKAWAY, N. J.

SANFORD, FLA., June 17, 1890.

Editor Woman's Department:

Presuming on former courtesy you have so kindly shown me by giving my articles space in the *Magazine*, I shall once more intrude, hoping these lines may catch the eyes of our fraternity and lady correspondents. We have no yellow fever at present, so you need not fumigate before printing.

Sanford is a very beautiful city of 1,000 inhabitants, 12½ miles south of Jacksonville, and the same distance north of Tampa, situated in a nest of orange groves and lakes, having an average of fifty trains per day during winter months.

We have many lines of railroads, but the most prominent are the Jacksonville, Tampa & Key West and South Florida: have good officials and en-

gineers, and what is most important to the fire-boy, excellent engines, and if rumor proves true, ere many months pass we will be lifting wood (we use no other fuel), into the fire-box of spanking new ones of the best make. The M. M. of the South Florida R. R. is a noble gentleman, and does all in his power to enable his employees to perform their duties with as little work as possible. Perhaps the salary is somewhat lower than adjoining roads, but that can be allowed, taking all else into consideration. When our Northern brothers are struggling with ice and snow trying to keep their engines and themselves from freezing, the Floridians can jump aboard in shirt sleeves and fly over the well-ballasted track at the rate of 35 miles per hour, without thought of anything but to reach their destination on time. Most probably you say, "Oh! how terribly warm it must be on an engine in South Florida in Summer." There again you are mistaken: our Summers are most delightful. We have the refreshing Atlantic breeze at all times, and if you Northern brothers and sisters do not believe it, just give us a call.

The engineers will shortly have a Division at this place. At present the nearest is Palatka, which is 75 miles distant, and at all times it is not convenient to attend their meetings. So in a few days there will be an organization at Sanford that will be an ornament to the B. L. E.

We can at least boast of a Lodge worthy of recognition, namely,—"Southern Star," No. 364. Bro. Chas. Perry, Master, and Andrew Holland, Collector and *Magazine* agent, are worthy of all praise. But are nearing promotion, and when they pass over to the right side the best wishes of the fraternity will accompany them. The Division is in a prosperous condition, numbering 18 in membership, with rather a good attendance at the meetings and a solid unity. There is a subject often discussed by our members, and I have no doubt is so discussed by other Divisions also.

When it is possible for members to attend their regular monthly meeting and they fall through neglect should the officers not issue an order to that effect and if not complied with charge an assessment. This is rigid, what there is of it, but nothing spectulouder than good attendance; it shows that all have proper interest in the welfare of the Lodge. I do say I am right in this matter by any means, but every one has the privilege of opinion and I have dared to give mine, with the expectation of hearing the officers and others say "interfering."

I trust by my next I will have the pleasure of relating something in favor of our expectant Division. At present Bros. Braswell and Bell, of Palatka, Fla. and John D. Rourke, of Jackson, Tenn., have the withdrawals awaiting its organization. I am glad to know "Kicker" is excluded from the editorial department, or else I would have no show. Who can his equals be found, is the next on docket.

Perhaps my contribution is already too lengthy so will conclude with many kind wishes for the noble men and grand Order.

I remain yours truly,

Fanny E. Rourke

HINTON, W. VA., June 1, 1890

Editor Woman's Department:

May I come to your wise *Magazine* for advice? I have read so much in the Woman's Department about how to manage a husband that I believe I was married I would have no difficulty in that. I am like Mrs. L. H., I think the managing should be done before marriage, and there will be no end of management afterwards.

Now suppose a young woman is engaged to a young man, and he in every respect comes up to Mrs. L. H.'s ideal: but as they are both young I think it best to wait two or three years before they will be united for better or worse, how should I treat or manage him to keep him true to her through that time and not be gushing or too cold?

Wishing success to the *Magazine* and prosperity to the firemen, I remain, The Firemen's Friend.

Pearl S.

[Our correspondents may answer this query.—Ed.]

ATLANTA, GA., May 31, 1890.

Editor Woman's Department:

I have been a constant reader of the *Firemen's Magazine* for more than a year and have never seen any communication from any of the lady friends of Kennesaw Lodge, No. 247. I wish to remind the boys that there is one who has not forgotten them. They have a splendid Lodge here in a very prosperous condition. The boys of Kennesaw Lodge are a generous and whole hearted class of men, my husband being one of the number. The first annual picnic was given by the B. of L. F., at Vining's station. Vining's is a beautiful and very appropriate place for picnics. It is situated on the north side of the Chattahoochee river and on the east side of the W. & A. R. R., about six or eight miles from Atlanta. There was dancing, fishing, boat-riding and music furnished by Gilmore's Band. The boys were lively and jolly and rendered all the assistance in their power to make the day pleasant, and of course they were successful as they are in all their efforts. I will send my receipt for keeping husbands home at evening and by giving it space in your columns you will make me feel that I am numbered one among the many lady friends of the *Firemen's Magazine*. I am a well wisher of the B. of L. F. and *Firemen's Magazine*.

RECEIPT FOR KEEPING HUSBANDS HOME EVENINGS.

First select the right kind of husband.
Then remember in what a severe and terrific battle of life,
the husband is engaged all on account of his wife.

He is not overworking for himself so much as you,
then make yourself an intelligent companion of your husband, too.

Be ever ready to assist him in anything he may desire.
Give him an affectionate kiss and have him a good fire.

Let the wife especially devote the privilege and pleasure,
rendering home happy and attractive beyond all measure.

Never let your husband have cause to complain.
Let you are more attractive and agreeable abroad than when at home you remain.

Always avoid concealment.
Let him stay at home with some agreement.
Content with such things as you can honorably afford.

Be ever ready to increase his happiness by some encouraging word.
Don't worry him about something his earnings cannot obtain.
Let him venture you will win his love, and his affections gain.

Let only for you he desires the worldly wealth,
you only have half an hour each day to yourself,
so may read upon some questions pertaining to his occupation,

Let him give him courage and information.
Let a husband don't stay at home evenings, in nine cases out of ten.

Let because he has nothing to stay for then.
Let yourself as attractive after marriage as before,
let all this and it's enough without saying any more.

Let me of you may think this a great deal to do,
let if you love your husband, as you should, it will be no task to you.

Panny, A Fireman's Wife.

The Washington W. C. T. U. has been instrumental in having a saloon and restaurant in the War Department removed. This is the third saloon that the ladies have banished from the public domain. The first was from the National Soldiers' Encampment during the Cleveland régime, and the other from Camp Ordway, when the Washington boys were encamped there last summer.

To the Editor of the Woman's Department:

I see that my short letter did not find its way to the waste basket, so here I am again knocking for admission to your charming circle. We had a trade carnival here a few weeks ago. Miss Lucille Rain represented the B. of L. F. Lone Star Lodge, No. 70. Her costume was lovely. Pale pink and blue satin, with B. of L. F. and a large gold star, and the number of the Lodge painted on the front of her dress. Really it was a splendid representation, and I don't think there were more than three or four firemen present to witness the interest we all take in them. Perhaps they did not appreciate it. I am not able to say. *May be* they will let us know.

The subject of managing a husband has been under discussion for quite a while. I agree with some of the sisters there should be no managing at all. They should try to help one another. I think the "Kicker" will be ready to crawl under the table and stay there every time he hears a woman's voice. Serves him right. I am almost sure that Mrs. W. M.'s description of him is just perfect, if there is such a man living. Surely it must be some fun loving person who wrote that letter just to hear the women express themselves, or, as the common phrase runs, to hear them quarrel. Be it as it may, I don't believe he will venture to write another letter soon. And I do wish his wife would write a letter but I guess he would not let her if he knew it.

I will close with good wishes for all the Brotherhood men.

Annie L.

KANSAS CITY, MO.

Editor Woman's Department:

I have just written to our noble boy who has lately gone to Mexico. I asked him if I should send him his last *Magazine* which is lying on the table beside me. It is a noble work and I do thank the Lord for putting it into the mind of man to edit such a book. It is plain common sense from beginning to end, and I really think there is no limit to the good it does. Our boy has lately joined the Brotherhood, and when he told us that he had subscribed to the *Magazine* we little thought that there was such a mine of wealth, moral wealth between its two covers.

I thought I had read it all through until I casually opened to "May's" letter, I feel that with the editor's permission I would like to have a talk with her. Her husband is "too tired to talk" when he comes home, but not "too tired" to go to "other homes" to play cards. We all have our hobbies: some one thing, some another. Your hobby, May, is your young child: your husband's hobby is cards. He likes to play: it rests him after a hard day's work: he can't play at home, so he naturally goes where he can play. I think that perhaps you have fallen into the same error as hundreds of others, your anxiety for your "young child" overshadows everything else and perhaps that very child, will, when he grows up, follow in his father's footsteps, and go to "other homes" for amusements which are denied him at his own home. "But," you say "he shall never know what a card is." That is all very well to say. Within sight of the window where I am now sitting is a large brick house, the home of a wealthy deacon of the Presbyterian church. That Deacon and his wife both think that their boy does not know one card from the other, whereas not only one but many of the neighbors could tell them that that very same boy goes to other boys' homes and to other boys' barns and plays for money. He does just what your husband does, and what perhaps your boy will do when he gets a little older. I would not have you neglect your boy. Give him his pleasures: be a companion to him, and join in his plays. Up to the time that our boy was fourteen my husband and myself used to take him to Church and Sunday School every Sunday, then in the afternoon I would read to him until he would get tired, after which he and I would play ball, marbles, jacks or anything else except cards. If he wanted to go walking we went with him. My husband and I play euchre with any friends who may come in and together we play chess. I used to play cards with my dear boy, but now he is past eighteen, and hardly knows one card from another, he don't care for them. You may think that we cannot be very good church members.

That is for the Lord to judge, but let me tell you that before that child was born and so long afterwards as we could we hoped one day to hear him preach Christ and Him crucified, and it was after much prayer and thought that his father signed a permission for him to go on the road, and so long as he keeps on the side of the noble men of the Order, we will have no cause to regret our boy's choice. Now, "May" you ask for advice which is the poorest thing any one can give, but I say, "Make your husband first in all things, and your 'young child' second. Your husband is away from home a good share of the time, then your child can be first. If possible learn to play cards.—I wish I could give you lessons—but until you can play invite in the members of those 'other homes' and let them play at your home, get up a little refreshment, some little thing, it need not be expensive. Let your husband enjoy his hobby at home, and if he has it at home he will not have to seek it from home. Give your child his pleasures, and as many as possible, but do not deny your husband the same privilege. My only excuse for writing this is that I always feel sorry when I see a mother devote herself so entirely to her children that the husband is often put in the shade, and I think that "May" is not alone.

A Fireman's Mother.

[Many thanks for this very sensible and apropos letter. Write again.—Ed.]

MEDICINE HAT, N. W. T., CANADA, June 13, 1890.

Editor Woman's Department:

In looking over the *Firemen's Magazine*, I have not seen much from Medicine Hat, so I thought I would write a few lines. Cascade Lodge, No. 342, is progressing finely, and the boys that belong to it are as fine a set as you could wish for. My brother is a fireman, therefore I take double interest in everything concerning the Lodges, engines, firemen and engineers, especially the firemen. The pleasantest part of the day to me is when I am watching the trains as they go out or come into our little town. Medicine Hat is a great deal larger now than it was two years ago. Some of the engines here have been repaired lately, and they look very nice: the 143 and the 38 are among them. Engine No. 99 is in the shops now, being repaired. The Medicine Hat General Hospital was formally opened on the 4th of June, and in the evening there was a public banquet, given by the ladies of Medicine Hat, which was a great success. Hoping this will find space in your Department, as it is my first attempt, I will close, with my best wishes for the B. of L. F. and their *Magazine*.

A Fireman's Sister, H. B. M.

NEWARK, OHIO, July 1, 1890.

Editor Woman's Department:

Kind Editor, may I come in. In regard to the letter from Fort Wayne, Ind., signed "May," I do sincerely feel sorry for her. I think she has done perfectly right in not playing cards with her husband. I think home too sacred to turn it into a gambling den to satisfy the depraved habits of any man. Some men can be won over by the kindness of their wives, providing that man has any nobility or manhood in him. I knew a man who was an habitual drinker and card player, whose wife won him over by simply kneeling at his knees and praying for him, and he has never been known to drink to excess or play cards since. All men are not of the same disposition, as you can judge by "Kicker's" letter. I would like to see him, as such specimens as he describes himself to be are rare. I think to catch him and build a bonfire around him would be a holiday to his wife. I would pity the poor wretch's sufferings but he would only be getting his just deserts. Do not think I rule my hubby with a rod of iron, for such is not the case; he manages himself, and I do the same, therefore we never wage war together; but when a wife asks advice for a cruel, drinking husband, do not tell her to keep her house tidy and her children clean, and make herself attractive, and wait with a smile for his drunken lordship, for that is as much as a saint can endure, and the majority of wives are not saints.

What does a half drunken husband care whether you have toiled to get him a good dinner, or made yourself or home attractive, or not? The first place he makes for when he crosses his threshold is some place to sleep off his drunken debauch, and in cases out of ten he gives his wife a licking before it takes his gentle snooze. I knew a wife whose husband would be black and blue from the gentle squeeze her hubby's drunken hands, and that wife was true and noble a woman and mother as ever lived, and how do you suppose she could smile? Oh, de no. That woman's heart was broken. Her children would run and hide from their father at weep sorrowful tears for their mother. No kinder could win that man. So you see it is not always wife's fault if her husband goes wrong. Those that have good husbands may thank their Heavenly Father, and consider themselves well blessed. I not always lay the wrong doing at the wife's door. I do not doubt but some women are to blame, but it is not always the case. I have seen a good deal of life, and most frequently the husband is to blame for no woman who really loves her husband is going to see his wants disregarded. She will sacrifice health and strength to please her husband. But do not blame any woman for paying little attention to a drinking, worthless scamp of a husband. I know I would not, and I do not ask others to do what I would not do myself. I am in favor of woman's rights, in some respects. I do not care voting or society, but I want my rights as a wife and mother.

Hubby is a member of Taylor Lodge, 175, and dorses every word I have written. God bless Brotherhood, and may the boys ever stand faithful is the wish of
A Friend

PRAIRIE DU CHIEN, WIS., June 20, 1890.

Editor Woman's Department:

Although I am neither the wife, mother, daughter nor sweetheart of a fireman, I am an interested reader of their *Magazine* and I have been listening while Kittie B. was talking to the Woman's Department in the June number and heard her say not to Nora Bull that she was laughing. She thinks must be left out because her eyes are black and snapping. No, indeed! Black and snapping may work as much influence as deep and saintly ones. Let them shine out as beacon lights in the darkest hours of trouble, lead him onward, up by their light and brilliancy. Eyes are the outlets of the soul. Let us hope that Kittie's are outlets of a soul as bright and shining as her own.

No doubt the happy bustle and bustle of a hurricane of a wife may be made to do as much towards driving the care from the mind of a tired husband as a quiet, noiseless footstep and a cosy nest by his side. It makes no difference what may be size, form or complexion, the woman who manages her husband, if manage it, may be called is the one of whom it can be said "Holy truth is ever by her side," and at all times the beauty her soul shines forth and lights up the lives of those whose happy lot it is to be near her.

And it matters not where ones "lofty ideas" set to them while nestling on a footstool or in a nest so long as those ideas do not stoop so low as to peer clothed in the garb of slang.

No matter upon what subject those ideas rest long as it is not a subject which will lead one to acquire the disagreeable habit of dispute and deal for in all things it is wise to be a little conciliatory and compliant. Never appears woman more lovely than when cheerfully and gracefully yielding her own wishes that she may comply with those her husband or persons thrown in her company. Now I may be entirely wrong both in this and in last letter, for I have never studied how to manage a husband, nor have I had one to experiment upon but from reasons and observation I have come to believe that would a wife be beloved, happy and respected, she must keep herself and show herself husband's equal but not try to "usurp authority."

Nora Bull

[You appear to be very near the solution of the question.—Ed.]

For Woman's Department:

COULD WE ONLY KNOW.

Could we know the heartfelt anguish
Of the friends we daily meet.
Could we know of fond hopes blighted—
Hopes of those we daily greet.
Would we not speak words of comfort
That might soothe each bitter woe—
Sow the seeds of love and kindness
Where the tares and thistles grow?

Could we see beneath the surface—
Could we read between the lines.
There'd be more of grief and sorrow
Than of joy, we there would find;
Tho' the lips are wreathed in laughter,
Yet the heart may stricken be—
Freighted with the weight of sadness.
Hid beneath gay repartee.

Could we know of day-dreams shattered,
From which all happiness has fled—
Could we know the heart's keen anguish—
Know of bitter tears now shed;
Would we not give friendly greeting
And words of kindly cheer
To hearts oppressed with sorrow—
Prove our friendship true, sincere?

Could we know when loved ones gather
"Round us with a fond "good-by,"
That when next we look upon them,
They in death may calmly lie;
Would not smiles and joyous laughter
Give place to tears and wailing woe.
Could we know the parting final—
Could we only, only know?"

Mrs. Nellie Bloom.

WEST OAKLAND, June 8, 1890

QUALIFICATIONS REQUISITE FOR YOUNG GENTLEMEN TO GAIN THE ESTEEM OF LADIES AND HAVING GAINED IT TO RETAIN IT.

In the first place I don't suppose that the lords of creation, as they are styled, deem it necessary they should receive any advice on the subject, and would prefer their side of the question postponed indefinitely.

Young gentlemen, if you wish to retain the regard of young ladies, remember I said if, if you wish to secure a position in society, to exert a beneficial influence in the surrounding community, and all that sort of thing, you should be perfect in everything that constitutes a true gentleman. Courteous, but not to excess, agreeable, but with a strict adherence to the ten commandments, industrious and honorable; with ready hands, willing feet, and a head well supplied with that which so many of you lack, that is brains; and in fact all the qualifications requisite for a young lady are equally so for a young gentleman; with the addition of those just mentioned.

And having described what a gentleman should be, for fearsome may feel discouraged, I will add that no man is supposed to possess all these virtues, even Adam was not perfect, and through his sin you see the words of scripture verified; that the iniquities of the father shall be visited upon their children even unto the third and fourth generation; and in being transmitted through so many generations they have naturally become greater; until the young man of to-day has become so badly demoralized, I doubt whether Adam could be induced to claim relationship with him.

Let us compare the young lady of the present period with the young man of to-day; or rather compare him with her.

It is to be supposed that every young man is engaged in some legitimate business.

That they claim as a mark of their superiority over the young ladies; but is it?

It is a well known fact that over 1,000,000 women in the United States are obliged to earn their living outside of home.

Again you claim that the girl of to-day is made up of rouge, powder, false teeth, false hair and wigs bangs. As to paint, the boys never paint; oh, no!

They don't use paint. Girls, when you see a dirty looking streak upon a young man's lip one Sunday and a nice, black mustache the next; depend upon it, he has either hooked his sister's box of black paint or else forgotten and rubbed his lips with the blacking brush instead of his boots.

Mustache dyed, hair parted in the middle, high heeled boots, natty cane twirled gracefully in a well gloved hand, stove pipe hat on an empty head, and our young man of to-day compares quite favorably with the girl of the period. Don't he?

Women spend money on dress; granted, but who encourages them in it? Who designs those costly dresses of silk and satin worn by the wives and daughters of our wealthiest men? Worth, the Parisian millionaire, a man made rich by the influence he exerts over the women of the land. Wine and women, men's hobby the world over, and not having the power to withstand temptation, they fall an easy victim to whatever sin besets them, and having through their own weakness fallen from grace, they look around them for something upon which to shift the responsibility, and choose wine and women.

I suppose when a man marries he thinks of the two evils he will choose the least and so takes the woman.

Young men if you wish to gain the esteem of young ladies, stop prating about their faults, and go to work earnestly to improve yourself; and I guarantee that you'll not only gain the esteem of the ladies, but having gained it will retain it.

E. E. S.

"TO THE BRAVE BOYS."

ANTIGO, June 5, 1890.

Editor Woman's Department:

No words can express the delight I experienced on receiving this month's *Magazine*. I had missed the May number, and it seemed like an old friend returning after a long absence. But it is not to tell the same old story I have entered, but to have a social chat with the boys.

As I write, the sweet tones of the bell on the evening passenger break on air, and across the window falls the shadow of a locomotive, while in far distance is heard the rumble and rush of the switch; and who shall wonder that amidst such scenes, and surrounded by so many brave men of the road, a desire to have a one sided conversation takes possession of me.

My youngest brother is numbered with the heroes—for are they not heroes, they who risk their lives for others, they who are ever ready to the call of duty, who go forth from their needed rest to carry, perhaps, a grieving son to the bedside of a dying parent, or a blushing bride to the arms of an adoring husband? Be it for sorrow or joy, they handle the "pick and scoop" with willing hands and cheerful faces.

Who can say they ever saw a railroad man who did not wear a smile, or who was not ready to lift the fallen or the helpless, or grasp the hand of the successful?

Yes, boys, you are a noble, self-sacrificing set, and the best wish I could frame for you is, that when you exchange the "scoop for the throttle," you will not change your principles also, will ever remember the day when you were "only a poor fireman," and stick to the Lodge through thick and thin.

And now, boys, your attention on another little matter. Please do not look quite so solemn—I promise not to detain you long; but should you grow weary, give me a gentle hint, and *mum* will be the pass-word. But to the point: I have nothing to do with ye married men; there are plenty of sisters racking their brains, likewise their hearts, for a method for "managing husbands." It is to the boys—the genuine boys—I wish to speak. Do you ever think, when reading those interesting letters in the "Woman's Department," that they strike you? Have you a pleasant smile and a cheery word for the sister or mother who meets you on your return? Do you inquire about their duties, social and otherwise, and show by your every act that their interests are yours? I know there are some of the boys who do, and others who do not. Now, boys, this is wrong, very wrong. Your mother or sister ought to

be managed, consulted, and treated as you intend to treat your future wife. I am proud to say I have no secrets from my brothers; my friends are theirs, and theirs mine. When my fireman boy comes home after a few days' absence, he inquires about all that interests me, and did he do otherwise I would feel hurt, and this is true of every fireman's sister. I would like to say more on this subject, as it has a wide margin, but I see a frown on the placid brow of the "Ed.," and I must draw the line, though I do hate to say good-by; but may God bless you, one and all.

Forget-Me-Not.

WASHINGTON, D. C., June 12, '90.

Editor Woman's Department:

For the first time I have read your valuable *Magazine*; am most pleased with it, and since the kind editor solicits correspondence I improve the opportunity to ask a long-wished favor.

I had an uncle—an engineer who went West and left his home and friends and has not been heard of for years—perhaps he has shared the same fate as most all brave men in his profession do. So what I wish to ask of the kind readers of the *Magazine* is, if any should know anything about the party in question they would be conferring a great favor on two anxious sisters. I am but his niece but thought how grand a surprise it would be for them if through the instrument of your paper I could obtain any information—(be it ever so little)—concerning their beloved brother.

I also have a cousin—a brakeman who left home under similar circumstances—but more recently—less than a year. His dear mother awaits anxiously any news of him, but alas not! so I am afraid it will be another such case as his uncle's. I have heard my cousin is in Texas. His name is Michael Kennedy, of Keyser, West Va., occupation a brakeman, aged about 25 years, medium height. My uncle no doubt would be in the neighborhood of 45 years and name Thomas Kennedy, an engineer of Wash. D. C., dark complexion and medium height.

Again let me beseech your kind intercession so that I may be hopeful of some little information and all who will take an interest in my cause will have my heartfelt gratitude. I will even be grateful for any suggestion that will put me on the right track to obtain the necessary information.

Yours respectfully,

Mamie Guiney,
No. 47 K. St., N. W., Wash., D. C.

PINE BLUFF, ARK., June 6, 1890.

Editor Woman's Department:

As I am a constant reader of the *Magazine*, and especially the Woman's Department, I would like to give the writers signed "May" a few pointers through the columns of the *Magazine*. Probably when her husband comes in off the road he is tired. He needs rest, I know, from experience, but when he gets the desired rest and starts out to enjoy himself in some one else's company, instead of trying to cheer up his wife, who has passed so many lonesome hours since his last arrival at home, would it not be a capital idea for her to start also? Pick up "May" and go out and enjoy yourself, let things at home do themselves for awhile, and if you do not enjoy your visits at all pretend that you do. Tell your husband what a lovely time you have had, make it appear better than it really was, let things go at home. When he comes in from the beer saloons and card parties, let him find the house all upside down, as it were, and if he complains at that just tell him that the price of two or three beers and as many cigars would pay the hire of a servant for one day. In other words, just give him to understand that you are going to enjoy yourself, if not in his company then in some one else's, and then if he still prefers the card tables and beer saloons, I think you are much better off alone than with him. Now do not get offended, for I have spent eight years of my life on the rails, but two years ago I lost my right arm and now I am confined to office work, and in my travels I have seen lots of cases like yours, some worse. Why God ever ordained it so is more than I

can tell,—that railroad men will work in hot and cold, rain and snow to earn their money, and when pay day comes buy beer instead of taking their wives, or mother, or sisters out in town and buying them a dress or hat, or some trivial thing, be it ever so small, it shows love and good will appreciated by them. If any one in this world has a hard time it is the women, and their reward for their husbands or brothers for their trouble is that they are very small, sometimes. I think "May's" case is a sad one, and my advice to her would be to have just as good a time as possible where I could. Some would say, maybe that would make him worse. Let me say right here, that any one who frequents saloons and card tables, though seldom at first, grows worse and worse. The devil finally gets a firm grip on him, and then the home is wrecked and ruin after half a life is spent. The quickest way is the best, and such a life had better be cut short in peace or misery. Well, this is the first time I have attempted to intrude into the Woman's Department and for fear this will be a recruit for the waste basket will close.

Most Thankfully Yours,

P. M. Fortune

[Come again.—Ed.]

K. D. Div. of R. I.
June 17, 1890

Editor Woman's Department:

I have just finished reading the letters in the *Magazine* giving it to the Kicker; hasn't he been roasted? and not any too much, he deserved it, and more, and if he survives I do not think he will ever dare speak against the Woman's Department again. How I would like to gaze on him for a second only, to see what he would resemble.

It is hard to believe that the Brotherhood contains such a being, for I think the R. R. men are the best men in all the world, and why shouldn't I who have a father and two brothers on the road? I am so sorry for "May," in the June number, but perhaps her husband will see his faults, for men will change sometimes; I would live in hopes.

I wish "Sabina's" would push some of these lost some Mexican firemen up north, just along the D. road and they would soon see how to win a wife. What few single firemen there are left will take a step or two long, for one, Bro. Jack Berg, and oh, how dreadful to think of it and all the girls admire him, Jack, and for two, Bro. "Yoag" Fulton, and Bro. Will Taylor are off now to St. Louis on a wedding tour.

Gate City Lodge, No. 83, gave their annual picnic to Quincy the 5th of June, which was a grand success, only they lost too much time at Warsaw. I were sick to go, but our brother was not at that day. I can't imagine why the fireman on the road looks so sad of late, why, unless—

As this is my first attempt, I will quit with the best wishes for the *Magazine*.

"The Farmer's Daughter"

CHARLESTON, ILL., June 8, 1890.

Editor Woman's Department:

While reading the *Magazine* I thought I would try and write a few lines, never seeing any from Beacon Lodge, 111, of which my husband is a member. It is composed of as fine a set of boys as can be found. Collector F. W. Neidreiser is a man in every respect, and as I had the pleasure of calling on his family while in Mattoon I found wife to be a perfect lady.

I think a good, true husband doesn't need making and I think I have one of that kind. He always prefers home to anywhere else. At present he is on the road, for he has a good trade and can't leave home with me. My whole soul is with the Brotherhood but when my husband is gone my life is with him, and I am better satisfied when he is at home for his meals and of nights.

I will bid the dear, old *Magazine* adieu for the present, but should these poorly composed lines appear in print I shall try to do better in the future. Best wishes for the B. of L. F. I am,

Mrs. J. W. Taylor

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

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FEDERATION.

The Great Union Meeting at Denver, held under the auspices of Rocky Mountain Lodge, No. 77, and Denver Lodge, No. 273, B. of L. F.

For the discussion of the relative merits of System Federation as it exists on the U. P. System, and National Federation as established by the Supreme Council of the Federated Orders of Railway Employes.

A TRIUMPHANT SUCCESS.

As early as June 7, 1890, a call was issued for holding a grand union meeting at Denver, Colorado, June 25 and 26, under the auspices of Rocky Mountain Lodge, No. 77, and Denver Lodge, 273, B. of L. F., for the purpose of discussing Federation as it exists on the U. P. System, and as it has been established by the Supreme Council, representing the following named orders of railway employes, viz: The Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Trainmen, the Switchmen's Mutual Aid Association and the Brotherhood of Railway Conductors.

The call received the approval of F. J. Sargent, Grand Master of the B. of L. F., and, as the purpose of the meeting was in the highest degree laudable, expectations relating to attendance and results were more than usually animating.

We doubt, all things considered, if a more important union meeting has ever been held, under the jurisdiction of our Brotherhood. From first to last, there was displayed an earnest desire to arrive at conclusions supported by facts, by arguments entirely free from legerdemain, from the arts and tricks of sophistry. Earnest, honest and conscientious men, had met to debate questions of acknowledged gravity and at no time during all the deliberations, were they swerved from their purpose. It should be understood that a series of meetings were held, the first being an open meeting for the public at large, two other meetings were open only to those who were members of labor organizations, while at the fourth

and last meeting, only those were in attendance who were members of the Brotherhood of Locomotive Firemen.

OPEN MEETING.

The opening meeting was held in the hall of Denver Lodge, 273, B. of L. F., corner of Arapahoe and 14th streets, which was largely attended. At this meeting Brother W. F. Hynes presided with grace and dignity. At the hour of 9:15 A. M., June 25, President Hynes gave the signal for the meeting to come to order, and after making a few preliminary remarks, proceeded to deliver the

OPENING ADDRESS,

as follows:

Brethren and Friends:—The progress and advancement of human society, its happiness, and I might say its very existence, is dependent upon the system and order by which the governments of nations are controlled; and as federation is founded upon these truths, it is therefore pertinent in introducing the subject to refer to their construction.

A government to be great, to be powerful, and to be enduring its fundamental principles must emanate from and rest upon the will of the governed. To be great in encouraging and advancing the formation of character based upon moral worth. To be powerful

—not in her armies' tread.
Or spread of canvas wing.
That bird-like o'er her navy float.

but in the love and patriotism of her people: and to be enduring as the sublime doctrines of Christianity, upon which the whole fabric should be constructed. Of the three forms of government—monarchy, aristocracy and democracy—the last is the only one in which the people is the sovereign power. In a monarchy the sovereignty of the state is placed in the hands of a single individual, with a tendency towards despotism. In the aristocracy the entire administration is under the control of a select class that grows tyrannically less. A monarchy is and always has been a colossal military school, and an exclusive military education is a false education. When the people advance in intelligence, brought about by outside influences, as the present wave of American democracy that is sweeping over Europe, and they show a desire to obtain self government, they are met by horse, foot and artillery and awed, if not terrorized into submission. This bangle, the crown, rests upon a military display of pomp and pageantry, as empty as the wig of a chief justice or the ostentation of a lord mayor's parade: and a people who will surrender their liberties for such a travesty upon government, deserves the tyranny of their masters. History gives us an example of this school in the person of that conqueror, who seeking the subjugation of people that had never done him an injury, cried out in the arrogance of his ambition, "I came, I saw, I conquered." Out from the hearts of the people, centuries after the death of Caesar, standing upon hallowed ground surrounded by the illustrious dead of his country's defenders, came at that inspiring exclamation from the elected representative of the nation: "A government of the people, for the people, and by the people, shall not perish."

REPUBLIC OF MINDS.

I feel convinced that a republic of minds cannot be obtained. An Emerson, a Longfellow or a Bronson, would from any position rise above the ordinary to the admiration of a grateful people. They were noble by the brilliancy of their intellect and the truth of their teaching. Shakespeare was not great because he was the son of his father. A king reigns because his ancestors wore a crown: Providence is no longer responsible for the imposition. Would it add luster to the name of Homer by adding lord? What has the genius of Edison lost, or the character of Wendell Phillips, by not receiving a distinction that can be

purchased like a cast-off garment? Has the wisdom of Lycurgus or Solon or the philosophy of Aristotle and Plato suffered by the absence of such meaningless titles as count, marquis, earl and similar offshoots of monarchical absurdities? Hundreds of mental paupers living in idleness and dissipation upon the fruits of industry, have only this glittering piece of tinsel to offer to their country and society. The world's record gives us many examples of where men have sacrificed their country for their king; nay, they more than once sacrifice their God.

"Ah!" exclaimed Wolsely, when the destroyer had approached, after a life that had placed a premium upon flattery. "If I had served my God as I have served my king. He would not have deserted me."

Oh! how the true nobility of character towers above this, as was exemplified by him who, when the time and occasion had made the sentence heroic, declared, "I would rather be right than be president." In the grandeur of its simplicity this impresses us like the sign of redemption that the eternal snows have hung upon the crest of the mountain. The mission of all governments should be the happiness and prosperity of the nation, not of any one part but of the whole, and only when necessity demands shall the interests of the minority be made subservient to that of the majority, sustaining the principle of "the greatest good to the greatest number," and securing to its people the widest liberty without license.

POPULAR FORMS.

No form of government, ancient or modern, affords greater opportunities or wider possibilities for the conducting of a successful issue, such a noble destiny, as that which is created by the people based upon and guaranteed by a written constitution, fostered by their patriotism and intelligence and sealed by their blood; and we enjoying the privileges of this great democracy, with pardonable pride, point to the magnificent illustration given by our republic. We have received and are directing the most perfect and comprehensive system of political institutions that can be maintained under the imperfect formation of man's nature; and in accepting the guardianship of this legacy, the liberties of a great people, surrounded by the tradition of its history, and the memory of the sacrifices that have been made to create and sustain it, we should do our share to preserve its integrity and purity, and bequeath it to posterity not degenerated by the corruption of an unfaithful legislature enacting laws by which our liberties are menaced, or by a foul judiciary, who may by peculiar rulings for the benefit of a class, destroy the democracy of our institutions. The permission of such crimes, countenanced if not endorsed by the indifference of the people, leads the way to our disintegration; nor under such circumstances can the safety of the state be guaranteed, either by charter or constitution, if the intelligence and patriotism of the people does not rise in defense of its preservation. Let us rather hand it to our descendants not only free from such taints, but strengthened and illuminated by the effulgence of our civilization. This is rapidly becoming the mission of organized labor and in this respect and for similar reasons, they shall become the worthy successors of the Grand Army of the Republic.

VALUE OF ORGANIZATION.

Organized labor takes the position that the perpetuity of our institutions makes the occasion of a revolution impossible, except such a revolution as that which was brought about by the application of steam and electricity.

The whole question of federated labor and every phase of its character is interwoven and identified with the underlying principles of this republic. Destroy one and you annihilate the other. The right to petition, the right to protest and the right of appeal are guarantees that give federation the right to exist. Is labor justified in organizing? In doing so has it elevated its standing? Has it spread the force of its standing, and obtained considerations that were otherwise denied, and to which it was justly entitled. If an affirmative answer to these questions is true, then it is the imperative duty of labor organizations to federate. Some object to federation because of the possible tyranny that might come

from its strength. While admitting the force of the objection, might I ask, are we to cease to navigate the ocean and destroy our shipping because of the peril that accompanies it? It is with these reflections and recognizing the dangers of those gigantic trusts and combines that have undertaken the regulation of our commerce, and are fast getting control of our state and national assemblies that have aroused organized labor to a realization of the situation; and here I desire to call your attention to the fact that the construction of these monopolies is founded upon the principles of absolute monarchy. As they are strengthened freedom of speech is weakened; as they advance democracy recedes, notwithstanding that a Republican form of government guaranteed to every state in this union. This is the idle alarm; every thinking man recognizes it. I meet and combat this danger we wisely apply the lesson taught by the existence of our government and upon its principles we propose to erect a federation of organized labor, not for the purpose of provoking strikes but, on the contrary, that their possibility may be reduced to a minimum. Federation is not for the purpose of coercion, but rather the justice may be done, and in demanding this justice for ourselves we are fully conscious and mindful of the rights of others. It is with the object of promoting this thought and advancing its consideration that this meeting has been called. Of the details of the application of federation, that may not be given by the speakers this morning, will be thoroughly explained in the afternoon and evening sessions.

The address of Bro. Hynes was well received. The speaker drew some striking contrasts, and was happy in his historical allusions. He sounded the key-note of the meeting, and all the speakers who followed were in harmony with the idea of federation as a means of solving one of the most difficult problems that has ever been submitted to railroad employes for solution. Having concluded his remarks, the President introduced

HON. JUDGE BELFORD,

who spoke as follows:

GENTLEMEN OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN:—In this country all movements, to be effective and successful, must draw their strength from the great reservoir of moral force. Public opinion, when thoroughly educated and enlightened, is unerring in its judgment on all questions involving right and wrong.

This labor question is an old one, and yet it constantly presenting new phases. The methods of settling disputes between capital and labor have been quite various. Let me call your attention to one or two of them and see how they have worked and see what good, if any, we can extract from them. At the beginning of this century—I believe in the year 1806—at the request of the workmen, Lyons, the First Napoleon established courts of arbitration and consideration. This system was the outgrowth of the trade guilds which had existed and regulated trade matters in some cases since the middle ages.

These councils were judicial in character, constituted under the authority of the Minister of Commerce, through the Chambers of Commerce, which are established at important trade centers of the country. They are composed of an equal number of employers and workmen members, each electing its own representative, with a president and vice-president named by the government. The authority of these councils extends to every conceivable question that can arise in the workshop not only between the workman and his employer but between the workman and his fellow workman. There is but one question which they cannot settle and that is future rates of wages—this is accomplished by mutual agreement. Arbitration is compulsory on the application of either, and the decisions of the court can be enforced the same

those of any other court of law. Tribunals similar to these are in existence in Belgium.

BUREAU OF LABOR.

In 1886 there was considerable trouble in this country in respect to our railroad system. The nation was to a greater or less degree convulsed by strikes, traffic was more or less impeded, and an unhealthy condition of affairs existed between the managers and operatives of various roads. At that time a bill was introduced in Congress providing for a speedy settlement of controversies and differences between common carriers engaged in interstate and territorial transportation of property or passengers or their employes.

This bill, although never enacted into a law, evoked considerable discussion on this subject of compulsory arbitration.

Congress, however, has not been insensible to the demands of labor. It has created a bureau of labor statistics and is gathering much needed information on this subject. It has applied the eight-hour law to its own departments, and by and by, so far as it has within its constitutional limits, will take note of and furnish some relief to the industrial struggles of the country.

I am glad to notice in your circular that you make a strike the last remedy to be applied. Partial revolutions, either in the field of politics or labor, generally end in failure. Whoever may be in the right, both sides suffer. When starvation, or the fear of it, compels the laborer to resume work by submitting to unjust demands, it is only a temporary triumph for the employer. It is only backing up the water, adding strength to its power and making ready for the desolating flood, whose unpent waters will overflow the innocent and guilty, the just and the unjust.

The liberties of this nation have nothing to fear from the sword, the cowl or the crown. That danger is located in the aggregate capital which aims to control all branches of the law-making power. God pity that land where the law governs the poor and the rich govern the laws. And yet, my friends, there is one thing that I do not like—that is dividing society into two classes, and calling one the idle rich and the other the industrious poor.

There are men worth millions who work as hard from daylight till dark as the clerks who toil at their desks. The trouble is, as M. Ruskin said years ago, society is afflicted with the idle poor who will not work, and the idle rich who despise labor; and the worthlessness of each class is always sitting in judgment on the best of the other. The industrious poor and the industrious rich always do and always have respected each other. It is the worthlessness of each class that produces and fosters the antagonism that vexes society.

LABOR'S INDEPENDENCE.

If you don't like the work don't do it, is another pet judicial phrase. Men must either work or starve—they can't always be choosers of the character of the work—and besides, the work must be done by some one. In the fierce rivalry of competition, in the clamor of individual and family hunger there is little room for freedom of will or choice. There is a vast network of necessity encompassing a man's acts and driving him forward, not voluntarily but involuntarily. Is no notice to be taken of this?

But I have already exceeded the time which I am warranted in exercising, and will conclude with the statement that the people of this city are glad to see you here. Denver has always an open hand and a warm heart for every convention which seeks to widen the opportunities of human labor, to elevate its standard, to diminish its burdens and to increase its rewards.

Judge Belford, it is needless to say, is not only an ardent friend of the workingmen of America, but brings to the discussion of labor questions, mental grasp rarely equalled. He comprehends the subject in its manifold details, and grasps it as only a patriotic statesman can. In the ranks of men of

commanding abilities and national renown, labor can number many men, who, like Judge Belford, recognize that labor has claims which must be recognized and amicably adjusted if the industrial enterprises of the country are to have a future of prosperity. Following the address of Judge Belford the President introduced

EUGENE V. DEBS,

who is reported as speaking as follows:

Eugene V. Debs, Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen, was then introduced. Although comparatively a young man he is a recognized leader. He made a telling speech and it was delivered in a very vigorous manner. He began by referring to the agitation of the question of federation and how essential it was to educate those who were in the dark and did not thoroughly understand the question. This is the age of organization. On every hand we see the grand army of workingmen organizing and federating for the contest that is before them. They are forming one grand union for the sole purpose of protection. This meeting is to secure more harmonious relations between the railway employes. There has been a great deal of criticism on what we have met here to bring about. You hear it said on every hand that labor is organized to promote disorder, to clash with capital and to create general disturbance. How unjust! how unfair! Nations have machinery for war, for their protection, but does it necessarily follow that they are always fighting? Just so with the grand federation we are endeavoring to bring about. We want a federation of all railway employes for the protection of our rights and to adjust our difference with the corporations. We don't want strikes they are the last expedient and one we are loth to enforce. There is not to-day on this continent a laboring man who wants to strike unless he has righteous cause for it. There must be some stern necessity which provokes or compels the enforcement of an extreme remedy to right the evil. The Brotherhood of Firemen whom I represent have been in existence for seventeen years, and but once during that time have they resorted to a strike to secure justice. Does that look as though we were organizing for striking purposes?

BELIEF IN UNITED ACTION.

It has been shown conclusively that no single organization can cope with the powerful corporations of to-day. We must unite—they recognize the strength of union. Time after time have single bodies of men endeavored to secure their rights from the corporation, and as often were they defeated. The wrong has triumphed where justice should have been enthroned. Now we want to adopt means of enforcing our rights when necessary. It can be done by federation. All classes of laboring men on the great railroads are alike interested. Their interests are identical. What benefits one will help all, and what injures one will hurt all.

The speaker here told how the engineers and firemen of the Ohio & Mississippi had enforced their demands recently. They were being treated unfairly and the officials of the line refused to make the required concessions. President Barnard declined to officially recognize Grand Chief Engineer Arthur or Grand Master Sargent of the Brotherhood of Locomotive Firemen. They happened to have federation on this road, but President Barnard had never given a thought to the powerful influence it possessed. When Chief Engineer Arthur and Grand Master Sargent of the firemen went home the railway officials thought they had won the battle. Imagine their surprise a few days later when the members of the Supreme Council of the Federation of the Railway Employes called on them. The Supreme Council represented the engineers, firemen, trainmen, switchmen and conductors. A note signed by representatives of each of these organizations was sent to the president of the road. They represented all the employes in the transportation department of his road. He consented to a conference and was in-

formed that he must adjust the grievances of the engineers and firemen. The Supreme Council told the haughty magnate, who a week before had scorned two of their officers, that he must sign the schedule. He signed it. [great Applause.] He saw the handwriting on the wall; he felt the power of federation. [Applause.] Now my brethren, don't you know that no single, no two or three organizations, could have brought this about? It required union, federation—and right triumphed. [Cheering.] Now we must profit by experiences of the past. We have got to federate in order to cope with these great corporations, and when that is done the epitaph of labor strikes may be written.

ARISTOCRACY IN LABOR.

My brethren, much remains to be done before all this can be accomplished. There has been some effort to build up an aristocracy of labor. Some of the engineers forget that they ever handled a scoop. They look down on the firemen. Some conductors think they are better than brakemen, and so on. Simply because they are elevated to positions where they wear better clothes and draw better wages they should not set themselves up on a higher social pinnacle. By federation all this would be eradicated for federation levels up and levels down. No inequality can exist, for federation promotes brotherly feeling and friendship.

It is especially appropriate on this occasion that I should announce to you the resignation of Austin Corbin, president of the Reading road. He was the implacable foe of the laboring man and was the monumental tyrant of the age. [Applause.] He was forced to resign. Labor organizations found him their worst enemy; he would not be fair or just. We want to treat all men fair, but when we encounter a man like Corbin or Stone we will strike. All strikes in the past could have been prevented had there been federation. Railway officials recognize the power of federation and when they see the organizations abreast they will be glad to make the concessions demanded. In fact labor is being more generally recognized and I am glad to know that legislation is being enacted to ameliorate the condition of the laboring man. Men of commanding influence in all positions, are beginning to give ear to the labor question.

In closing I want to make an appeal for federation. It will help all. No railroad employé gets more wages than he deserves, but many get less. I want to see the time when every man is justly compensated for his toil. The speaker closed by paying a glowing tribute to the noble, manly qualities of railroad men. Long applause followed his effort.

We think it is in order to make a few remarks about Brother Debs' speech, as for instance, it was considerably brief. We have something more than a half notion to criticise it with some severity, but withhold our inclinations, because our sensibilities at this writing are attuned to harmony, simply remarking, *en passant*, that the young man did the best he could under the circumstances. At the conclusion of his remarks the President introduced

HON. LAFE PENCE,

of Denver, who is reported as follows:

Hon. Lafe Pence was then introduced and delivered a splendid address, but owing to the fact that he had received imperative summons from the court his remarks were curtailed. He made reference to the organizations of railroad unions and spoke of their wonderful growth and power. He then took up the question of the responsibility of collaborators in case of accidents on railroads, the intent being to show how inhuman and grinding were railway officials when women were made widows and children fatherless through the carelessness of collaborators. Mr. Pence said that a great deal could be accomplished by federation. He thought it should be brought about as soon as possible. The railway employes should be upon the same footing as the men

they had to deal with. The railway companies are always federated together on every question that effected the employes and why should not the latter occupy the same attitude toward their employers. Mr. Pence's remarks were well received and he was loudly applauded.

Mr. Pence is a brilliant young lawyer of Denver, and in his brief address, evinced a happy faculty of holding his audience, and it was a matter of universal regret that he did not occupy more time. His views suited the occasion, and demonstrated that his head and heart are federated, when the interests of labor are up for debate. We hope the time is not distant when we shall have the pleasure of devoting more space to a speech of Mr. Pence on labor topics.

As Mr. Pence retired, Brother Hynes introduced

GEO. W. HOWARD,

Grand Chief of the Brotherhood of Railway Conductors, who spoke as follows:

Mr. Chairman and Brothers:—We all came here today with some object in view, and if we did not we should have come here with a view of benefiting our fellow-man. If there is a man within the sound of my voice who feels that he can live independently of the balance of the human race he has no business here, and he has no business on the face of the earth. [Applause.] The second great command that God Almighty gives you is to do your duty toward your fellow-men, and when you wrap yourselves into a cloak of selfishness and seat yourselves on a pinnacle of selfishness, thinking you can live to yourselves, you will find out in a short time that there is not a hand or a voice on the earth that would be raised in your behalf. [Applause.] And if you wish to affiliate again you have got to come back, not in the independent way you went off, but in a very humble way and ask pardon for the course you first pursued. One of the previous speeches referred to your motto, "United we stand, divided we fall." After about thirty years' experience in the railroad service, I stand before you a radical federalist. [Applause.] I do not speak to you merely as a railroad employé or an ex railroad employé, but I speak to you from an official standpoint as well, because I have had nearly eighteen years' experience as a railroad official.

REASONS FOR FEDERATION.

I will tell you why I am in favor of federation, and a general federation at that. Such a man as McCrea of the Pennsylvania system said he did not want to see any federation. Such a man as W. B. Strong, of the Atchinson, Topeka and Santa Fé said to me: "You ought to have more sense than to advise men to federate like that." Furthermore, McCrea said on one occasion that these organizations would merely pan out as soap bubbles, that we did not have sense enough to hold these men together, and even if we did have enough sense to try to hold them together, the men themselves did not have sense enough to stick together. Do you think that? [Laughter.] Gentlemen, I believe that in the past year I have converted as many as seventy-five sub-officials of our railroads to our way of thinking. Remember that it is not every sub-official you see that is your enemy or feels that it is his duty to degrade you to the lowest possibility in curtailing expenses. They do not all feel that way. I have no time on earth, I tell you here and frankly, for a man when he gets a subordinate position, say as train master, master of transportation or division superintendent, and who feels that because he has an opportunity of leaning against a capitalist's gate or lounging about upon a capitalist's back-steps he has therefore no further interest in the rights of the men from whose ranks he has come. [Applause.] I have no time for that man on earth. [Applause.]

GRIEVANCES ON THE PACIFIC.

It is about a year ago we had a little issue upon the Pacific coast with the California Central and the California Southern officials with regard to grievances on the part of the men there. It was about one of the first moves made in a federated way for the redress of grievances of railroad employes. We held a union meeting at San Bernardino and we very readily found volunteers who would serve in a federated capacity; that is upon a federated committee, to go and see the general manager in regard to those grievances. The general manager had paid no attention to the letters which had been addressed to him prior to the formation of that committee, but when he saw there was going to be a federated move made he then addressed us a letter in answer to our several communications that had been sent to him. But we thought then we would go up with the committee, that we would not write any more. The committee did go up and the consequence was that it just took him two minutes to make up his mind that his division superintendent had committed a grave wrong in reducing the pay of his employes and he rescinded that bulletin order at once and told the men to go back to their work and that it was all right. [Applause.] We had a little issue on the Queen & Crescent railroad, the Cincinnati New Orleans and Texas Pacific, formerly known as the Cincinnati Southern railway. We organized a division of the brotherhood there and Mr. Schiff thought that he did not want that brotherhood upon his system, so he discharged sixteen of our men. I went down to Cincinnati and with a committee called upon Mr. Schiff and he flatly told us that he would recognize nothing else except the right, the absolute right, to hire whom he pleased, pay them what he pleased and discharge them when he pleased, and he was under no obligation to give any reason for such dismissal. "But," I said, "Mr. Schiff, you are now in America; you are not in England now." He said, it does not make any difference, the principle is the same." I stayed there. We did not want to make the issue any worse than we could possibly help. It was two weeks before I could get him to make me a definite answer, and, through the treachery of a brotherhood man, I am sorry to say, they told me emphatically no; they would do nothing for us. But this Judas Iscariot was wrong. He made a miscalculation. He went up and lied, and when I telegraphed to Brother Arthur and Brother Sargent and to Brother Wilkinson to come down and assist me to settle that matter they responded at once, proving that what this Judas told the officers as to the engineers not staying with us on the occasion was false.

SETTLED BY ARBITRATION.

When the four executive officers of this brotherhood called on Mr. Solomon Schiff and gave him to understand that there was something just in our grievances, that he had no right to say whether a man should join a brotherhood or not; that he had no right to discharge a man for joining any brotherhood so long as that man did not interfere with the rights of other men. As soon as Mr. Schiff saw that he had to do something he said: "Will you not arbitrate this matter?" We told him: "Of course, that is the fair American way of settling all differences. We will pick one man, you pick one man and those two can pick a third and we will abide by their decision." Mr. Schiff said: "I am in favor of federation; I want all the men to federate on my system." [Laughter.] I say, don't you believe that? [Laughter.] They do not want you to do anything of the kind. We picked Rev. Father Mackay of the cathedral of Cincinnati. They picked John J. Hearne, president of the Third National Bank, and the two picked Mr. Henry C. Turner, a very prominent insurance man of Cincinnati, and it was admitted that it was the fairest board of arbitration that we could have got if we had canvassed Cincinnati over thoroughly. After a full deliberation this board decided that our men must be paid \$300 a piece as a fine on the part of the company [applause and laughter] which made \$3,750 which the brotherhood men got and the board charged \$300 for two days work, making \$6,050 that it cost that company for discharging those men wrongfully. I want to show you that it is necessary sometimes that you should have a general management in the system of federation. Suppose in the case of the grievances on

the Queen & Crescent system they had stood out against us. The engineers had voted solidly to a man to stand with us to a finish, let come what would. The Q. C. officials at once made a movement to the Louisville and Nashville men to get them to transport their freight in case of a strike. If we had not had a system of federation there I want to know how you would have gone to work to harmonize matters on both roads. Who would we see to get them to understand what their duty was in the premises so as to act in a general way to prevent the Q. C. freight being moved? Some would say use the committees all along the roads. That might possibly have been done, but it is a very hard matter to get many men with many minds to agree on the right line of action. But with a general federation under the laws of a council we can act intelligently and definitely to the best interests of all. We do not say that everything that has ever been done is right, but we learn to profit by our past mistakes. Rather than find fault as to something that has been done, if any good has been accomplished, suggest something that will be a little better. Do not reach up and try to pull down that which has been accomplished, but suggest something a little better, and I will thank any man at any time, at any stage of the game, if he will tell me of a fault or how I may better act for the benefit of my fellow-men. After we had made the move on the Pacific coast I met Mr. W. B. Strong, then president of the Atchafalpa Topeka and Santa Fe system, at Los Angeles. He said, "Howard, is this business going to be established as anything for a precedent in this country?" I said, "I do not know, Mr. Strong: I had not thought about that." "Now," he says, "you have got too much sense to lead men into anything of that kind. You know as well as I know that when they come up against you five abreast you can do nothing but throw up your hands." [Applause.] He told me that, and he knows his business. What we want to do, gentlemen, is to work closer together. If there is anything wrong between us let us eliminate it, and let us not find fault with what some one has done if any good has been accomplished. If a man is on the wrong track pull him back or find fault with him.

ADVICE TO WORKERS.

But where a body of men has made a move and any good has been accomplished, do not begin fault finding, but suggest something better and go and meet the parties interested. Do not stay away and shoot your missiles on paper. Get together and talk the matter over. A great deal that is written from time to time in the trade organs and other papers throughout the country tends to do a great deal of harm, whereas if men would come together and have a few expressions of ideas and opinions great good would be the result and often hard feelings would be prevented. [Applause.] Of course in a meeting of employes solely we talk a little, but differently to what we do before the public, and we are going to have a meeting here this afternoon as I understand it; a meeting to be composed of the organizations of railroad employes, of men in railroad service, perhaps others; the chairman will doubtless notify us of that before the meeting adjourns, but there will be a great deal more said at that time as to federation. Statistics go to show that in the past twenty-seven years the wealth of this country has become concentrated into 25 per cent. less hands and it is supposed, figuring it out in that ratio, that within the next thirty years, when perhaps there will be 75,000,000 of people in this country, the wealth of the country will be in the hands of 50,000 people. Do you understand what that means? That means that there will be but two classes in the country. The middle class will have been wiped out entirely. There will be one class of very rich people and another class of very poor people. If such a state of affairs is brought about, don't you know its possible effect? One hundred and fifty to two hundred of these men could buy up the State of Colorado. Don't you know if they bought all this property and got deeds to it they could do what they liked with it? That you will admit. Across the street there is a business house that rents for \$100 per month. Those men could say, after purchasing the property, on and after a certain date we must have \$200 a month rent. The tenant says that it is too

much, and that he cannot make that amount of rent out of his business. But the agent simply replies, I have nothing to do with that, for the owners or the syndicate have decided to have that. A month goes round and the tenant shows his books, and that he has only made \$125 profit that month, and that that is all he can pay. He is then told, "O, well, that is all right; give me the \$125 and I will make you a present of the \$75." And then the papers speak of this great philanthropist, who has been so magnanimous and has made a present to his tenants of \$75 a month rent. That is about the state of affairs in Ireland, and if nothing is done to stop that flow or concentration of money into the hands of a comparative few, you will readily see it would be but a short time, comparatively speaking, perhaps 100 years, anyway it would not be long until we would be reduced to a perfect sordid here. Thank God, the strides that labor organizations have made in the past few years, the past three or four particularly, and the grand and great progressive labor movement of the world, not only on this side of the water but on the other side, the strides that have been made have tended to even things up a little. In the institution of the eight-hour day, more time was given to a man to devote to his family and to the improvement of himself. The wages which have increased throughout the country have somewhat prevented that concentration of money into the hands of a few and we will never have things exactly right in this world until we get this matter about so evenly adjusted that we can just about keep it balanced as it comes there. This game of life is a true dead game of win or lose every time. There is no neutral standpoint on the face of the earth. You must win or lose at every turn of the wheel, and from the very first game of marbles you ever played to the greatest financial transaction that can be engaged in, it is a game of win or lose. While somebody wins somebody else has got to lose. That is all there is about it. Take a game of marbles, and one man wins them all. We are all here, and we have got to play. If he divides the marbles so that we can get some of them again we can play still. If Jay Gould and the Vanderbilts, and the Astors, and the Rothschilds would do their duty to their fellow-men, and do it right and in a way that would not hurt them, how easily they could put \$50,000,000 apiece in a pool and send round to the banks and instruct the banks to loan it to bona fide wage earners on good security at 1 per cent. per annum. But they are never content with any percentage like that. What a great benefit it would be to the wage earners if they could be favored in that way.

LEGITIMATE USE OF MONEY.

A working man has a mortgage, say of \$500, on his house, on which he pays 8 per cent. per annum interest. If these great millionaires would loan their money through the banks at 1 per cent. per annum, the workman would borrow such money and pay off his mortgage now bearing 8 per cent. per annum. Do you see where it would help him? But the millionaires seem to feel that they have got to build almshouses or monuments in order to get themselves into the kingdom of heaven. Commodore Vanderbilt did build a school for negroes at Nashville, Tennessee, as a monument perhaps to his magnanimity. Did he get into heaven on the strength of that school? I tell you no. Peter can't be fooled in that way. Let them do their duty to their fellow-men as they ought to do it, with the amount of wealth they have got. I do not suppose they ever will, however. There was a woman in Chicago made her will the other day by which she directed the setting aside of \$10,000 to buy flowers for all seasons of the year to be put on her grave. She did not think much of herself. Oh, no! Yet people are starving to death in Chicago and living in slums and hovels. Do you see the selfishness of the expenditure of that \$10,000? I think you can. I think there will be a mark made against her name and not in the right place. There is just this one question about it, which you have got to solve and answer for yourself. We cannot depend upon philanthropy. We must acknowledge our duty to our fellow-man and work shoulder to shoulder, and the way to help yourself is to work for your fellow-man. The question for us to ask ourselves is this: Have

we the courage, the manhood to do that which we know to be right? That is the question and the only question you should answer at the outset. If you have not the best plan is to step down and out and quit trying to play the game. The cause of labor will never go backward and those who stand in the way must go down before public judgment. From the period when the workman was the absolute dependent and slave of the agricultural land and the industrial master up to the present time, the history of true civilization has been the history of labor organization. [Applause.]

STRIKE WHEN NECESSARY.

It is necessary in this organization of labor to protect yourself to let the public know that you will strike when it is necessary and also that you do not want to strike. As has been said by a previous speaker, these organizations are not formed for the purpose of perpetuating or advocating strikes. But I tell you right here that there was nothing ever accomplished on the face of the earth without a strike or without an organized force behind the issue of that a strike might occur if necessary in order to accomplish the desired results. [Applause.] God Almighty was a striker himself. At the time the children of Israel were held in bondage by the Egyptians, I ask if he did not send Moses and Aaron as a committee to old Pharaoh to get him to let the Israelites go? [Applause and laughter.] Gentlemen, we are told by some that these "agitators" ought to be whipped off of the face of the earth. But nothing on the face of the earth has ever been accomplished without agitation. Every preacher on the earth is an agitator. Every man who who desires benefit his fellow-man is an agitator, and no man comes without agitation of some kind. Good God, the elements have to be agitated when they become impure. Did you see that electrical storm on Sunday night after the hot day? What is the reason of the lightning was agitating the elements and punishing them, and no good was ever accomplished anywhere here or elsewhere, without agitation. God sent Aaron and Moses down there to talk to Pharaoh. It went time and again. Moses was a little bit weakened. He told God he could not do the talking. God said he would also send Aaron, who would be the talking. The strike was brought about through the tyrannical conditions imposed on labor. The Israelites were required to keep up their daily output of brick and hustle for their straw. [Applause and laughter.] Those are facts, gentlemen, at least the bible tells us so, anyhow. After a while through the various plagues brought upon Pharaoh and his people he decided to let the Israelites go, and he concluded he had made a mistake to let them go, and followed them to bring them back. What was the result? He was annihilated with everything he had on earth and God brought the Israelites successfully out of that strike. [Applause.] As I booked for a few remarks at this afternoon's meeting I will now conclude.

In the ranks of organized labor, there is not a man within the range of our knowledge more brilliant and less boastful, more earnest and energetic, than George V. Howard. His success in building up the Brotherhood of Railway Conductors is phenomenal. He saw with an eye of a seer the necessity for an Order of Conductors who would demand protection against wrongs and outrages, and he at once threw himself into the work with all the energy he could command, and subsequent events demonstrated how fully he comprehended the wants of Railway Conductors. It goes without saying that Bro. Howard's address was admired and applauded. After its conclusion, the President introduced

FRANK M. SWEENEY,
who was reported as follows:

Frank M. Sweeney, Grand Master of the Swift

men's Mutual Aid Association, was found to be present, and he was called on by Chairman Hynes for an address. He made a short speech, in which he extolled the virtues of the different railway organizations. In referring to the matter of federation on systems, he said much of the success that had been accomplished was due to F. P. Sargent, the Grand Master of the Supreme Council. Federation, he said, was being discussed by railway employes in all positions. They had awakened fully to their position and wanted a change. It could be brought about, and one that would be beneficial, too. The railway unions were growing, were becoming more powerful, and they should assert their rights; not that they continually had grievances, but a great many wrongs existed that should be rectified. Let them consider well this question of general amalgamation, said the speaker, for it is the vital one before us. Let some system be adopted by which every man can stand shoulder to shoulder. The Switchmen's Union is becoming powerful, and was ready to affiliate on any plan that would advance their interests. If there is federation with a Supreme Council there can be no mistakes in the adjustment of labor troubles and there will be fewer strikes. There was a true ring of federation in the remarks of the speaker, and he was warmly applauded.

Bro. Sweeney, Grand Master of the Switchmen's Association, permits nothing to remain undone calculated to promote federation. He fully comprehends its power for the good of railway employes, and it has no more steadfast friend on the continent. He demands nothing that ought not to be conceded. Quiet and unobtrusive, Bro. Sweeney is nevertheless courageous and indefatigable when work is to be done, and at such times his self-reliance and executive ability inspire confidence in others. The order over which he presides is steadily growing in numerical strength, and is commanding the respect of railroad officials.

Following Bro. Sweeney, the President introduced

MR. THOMAS NEASHAM,

Chairman of District Assembly No. 82, Knights of Labor. The report of his address was in part as follows:

The last speaker was Thomas Neasham, Master Workman and Chairman of the Knights of Labor on the Union Pacific system. He had been especially delegated by Grand Master Powderly to represent him and the order at the important meeting. He prefaced his remarks by denying a statement published in a morning sheet that there was trouble among the Knights of Labor in Denver.

"We are always on the war path," said the speaker, "but that doesn't mean a storm is constantly brewing."

We form quite an important factor among your railway organizations, and our men are scattered here and there in your midst. Just think of it, we have more than 60,000 men employed on your railroads.

Mr. Neasham then took up the matter of federation and thoroughly dissected it. His words left no doubt but that the Knights of Labor employed on the roads were ready to join the movement. He said the experiments that had been made with system federation left no doubt of its final success. He execrated the railway officials and the wealthy corporations for their offensive attitude toward the laboring men.

Bro. Neasham is a man of advanced years, and is profoundly interested in the welfare of workingmen. We venerate his years, and do not doubt but that his convictions

are strictly in accord with the sentiments he expressed. Before closing, Bro. Neasham read an article from the *Journal of the Knights of Labor*, on the labor question, which was well written, and which he said fully expressed his sentiments.

With the close of Bro. Neasham's remarks the meeting adjourned. Those who attended, must have been convinced that federation was the all-absorbing topic and what had been said awakened a lively interest in the deliberations of meetings which were to follow, when only members of labor organizations would be admitted.

AFTERNOON SESSION.

The afternoon session of the meeting began at 1:30, at which only members of labor organizations were admitted. Geo. W. Howard, Grand Chief of the B. of R. C., was chosen chairman. The purpose of the meeting was to discuss the best methods, all things considered, of federation. Here it should be stated that everybody was in favor of federation, the differences of opinion related entirely to methods. But two methods were proposed, viz.: that established by the Supreme Council of the federated orders of Railway Employes, and that system of federation in existence on the U. P. System of Railroads.

The meeting being organized, we asked permission of first being heard, and further, desired the meeting at the close of our remarks, to grant us an absence of two hours to attend the wedding ceremonies of our brother which were to take place at 5 P. M., promising to be on hand again at 6 P. M., prepared to remain all night, if exigencies required such prolonged vigils. It affords us pleasure to state that these courtesies were granted. We made the additional request, that the programme might be so changed as to have the evening session open to members of all labor organizations so that any one who might hear the remarks we proposed to offer, should have ample opportunity to reply when we were present. This request, was also granted.

We then proceeded, with such ability as we could command, to discuss federation, as established by the Supreme Council, of which we are a member.

Having concluded our remarks at 4 P. M., we left the meeting, which did not adjourn till 6 P. M., but we are not advised as to what occurred, beyond the fact, that highly interesting remarks were made by a number of the persons present.

EVENING SESSION.

The meeting convened at 7:30 P. M. with Brother G. W. Howard in the chair. Having called the meeting to order, the chairman, delivered an excellent address, dwelling chiefly upon the importance of protection to railroad employes and demonstrat-

ing conclusively, that protection could be secured only through federation. He wanted the discussion to draw forth the opinions of the representatives of labor, who were present, upon the subject and thought that important and lasting benefits could be secured thereby. Having concluded his remarks, the chairman announced that discussion was in order.

The first to respond was

BROTHER J. N. CORBIN,

Editor of the *Union Pacific Employes' Magazine*. Bro. Corbin is an agreeable speaker, as well as a vigorous writer, and his argument was devoted to an explanation and defense of federation as practiced on the U. P. system. He said that the method he advocated, brought the men on the system closer together and in many ways strengthened the bonds of mutual interest and fellowship. He made an exhaustive argument, and received appreciative attention. Following Brother Corbin came Brother

W. S. CARTER, OF 263.

Brother Carter, evidently had studied the U. P. System of federation with care, and had a fair comprehension of the subject as advocated by those who favored the method inaugurated by the Supreme Council. He saw good in both systems, and thought they could be advantageously united, the Supreme Council constituting the governing head while adopting the details of the system method for the operating power. Brother Carter's views were novel and included many valuable suggestions. At the conclusion of Brother Carter's remarks Brother

THOS. NEASHAM,

representing the Knights of Labor, took the floor, and made a plea for federation, as practiced on the U. P. system. Brother Neasham is a man of sturdy convictions and has the courage to express them. He drove straight at the mark. He favored equality among workingmen, and his earnestness was creditable to his head and heart. When Brother Neasham concluded, Brother

J. H. CATER

took the floor. He is widely known as the "Blacksmith Orator," a pseudonym won on many a rostrum where intellectual giants met for debate. Brother Cater is a Knight of Labor and in the ranks of that great order, there are few, if any, whose intellectual equipment is of a type better calculated to give it high repute. Brother Cater was for twelve years employed on the U. P. system as a blacksmith, and he is now the editor of an Odd Fellows employment paper at Denver. He is a born orator, having every quality required to captivate an audience. He was clear, concise, logical, and withal, eloquent. He is analytical. He dissects a

proposition, finds its nerves, if it has any, recognizes its vitality, or exposes its weakness and then flings it aside. His speech was a happy combination of eloquence and logic. He swept along, if not like a cyclone or an earthquake, in such a way as to command the most intense interest and admiration. His plea, in behalf of the Knights of Labor, were "words fitly spoken" and will remain in the memory of those who heard him, like "apples of gold in pictures of silver." He favored system federation, because it placed men on the plane of equality. At the conclusion of Brother Cater's address, the

EDITOR OF THE FIREMEN'S MAGAZINE

and member of the Supreme Council in virtue of his office as Grand Secretary and Treasurer of the B. of L. F., took the floor. Our readers will at once appreciate our embarrassment in reporting proceedings of a meeting, in which by virtue of circumstances we are required to refer to ourselves. It will, in this connection, be sufficient to say that we sought, in the spirit of all fairness, to review every argument made by the speakers preceding us. It was our purpose to refer to every objection made to federation as established by the Supreme Council and point out in what regards it more than the system federation, responded to the requirements of railroad employes engaged in the train service of the country. How well, or how feebly we performed this task is not for us to say, but that we, like the other speakers, conscientiously did our duty, we shall hope will not be questioned. The work of all who participated in the deliberations of the first union meeting at Denver has passed into history. That nothing good was accomplished, we do not doubt. Men, courageous men, met and interchanged opinions, compared notes, and arrived at conclusions. They were brought nearer together, and it was found, however divergent were their views, each was seeking for a happy solution of difficult problems, and where that is the case, doubt need not be entertained as to final result.

THE FIREMEN'S UNION MEETING.

On the evening of June 26, there was held a union meeting, confined to the members of the B. of L. F., under the auspices of Rocky Mountain Lodge, No. 1. The meeting was called to order by Brother Thos. N. Worth, Master of the Lodge. This was the regular meeting of the Lodge, and after the regular order of business had been gone through with, it adjourned, and a union meeting was opened with Master Worth in the chair and W. S. Carter, of Lodge, 263, as secretary.

The first business in order, was to appoint a committee to draft resolutions, voting the appreciation of the kindness of the

officials of the U. P. system and thanks for the same. The following resolutions were adopted by the committee:

WHEREAS, The management of the Colorado division of the Union Pacific railway tendered to the delegates attending this meeting a special train to visit Silver Plume, giving us an opportunity to see that triumph of engineering skill, the world-famed "loop," and the beautiful scenery leading to it. It was a day made memorable by riding in a luxurious railway car to the snow line of the Rocky mountains: therefore be it

Resolved, That we open this evening session by a grateful vote of thanks and appreciation.

The object of this union meeting was to still further discuss federation, and Brother

W. F. HYNES,

Chairman of the Committee of Arrangements took the floor. He stated the objects of the meeting, and expressed the hope that the discussions would proceed in a friendly spirit. Brother Hynes' remarks were well timed and were well received. The spirit of harmony prevailed, and it was easy to see that the brothers had one purpose, and only one purpose in view, which was to promote the good of the Order.

Following Brother Hynes, Brother

JACKSON HOVER,

of Lodge No. 88, and Chairman of the General Board of Adjustment of the U. P. system, proceeded to make an argument in favor of system federation *versus* federation as established by the Supreme Council. Bro. Hover cited instances in which system federation had been of great and special service to the men. Bro. Hover is profoundly interested in the success of the B. of L. F. He is a man full of energy, and will do to tie to on all occasions. When he speaks he has something to say, and though he may differ with you, it is in no factional spirit. At the conclusion of Brother Hover's remarks, Brother

E. P. CURTIS,

Secretary of 263, spoke at length in favor of system federation, and made a good argument. He had evidently studied the subject thoroughly and proved himself a debater worthy of recognition. At the conclusion of Brother Curtis' remarks, Brother

W. F. HYNES

again took the floor and discussed exhaustively system federation. He sought to demonstrate that it was superior to federation as inaugurated by the Supreme Council. Brother Hynes is not only a ready writer but a ready debater, and his advocacy of system federation commanded close attention throughout. Following Brother Hynes, Brother

FRANK WALTON,

Secretary of the General Board of adjustment, addressed the meeting. Brother Walton's remarks were devoted to showing

the superior advantages of system federation over that established by the Supreme Council. Brother Walton, in comprehending questions relating to the welfare of railroad employes, has few superiors. In speaking, he was calm and dispassionate. He knows a strong point, and presents it in way to make the best of it. His remarks were received by the audience in a way that was complimentary to the speaker. When Brother Walton retired, Brother

W. S. CARTER, OF 263,

took the floor. He is a close student of events, and comprehends conditions. He saw many things in the two methods of federation under discussion to commend, and thought they could be united and form a perfect system of federation which would redound to the welfare of all concerned. Brother Carter commanded the attention of all who heard him, and his remarks contained many valuable suggestions. Following Brother Carter, Brother

E. V. DEBS

took the floor. We sought to explain federation as established by the Supreme Council. Nor must we be charged with egotism when saying we think we understand the subject. With regard to any argument we made, silence on our part is becoming. Many questions were asked and we answered them with one simple purpose in view—to give the required information, to eliminate doubts, to establish confidence and promote harmony. In the Supreme Council from the beginning, conversant with every proposition, watchful and hopeful, we had no hesitancy in saying to the Brothers in Council that every step taken was the result of the most conscientious care to do only such things as would secure protection when corporations sought to practice injustice. What had been accomplished we pointed out as best we could, and sought to show that from such victories as had been gained, the Brotherhood, throughout the entire bounds of its jurisdiction, could be hopeful of achievements in the future in the highest degree satisfactory to all.

In closing this extended report of the proceedings of a union meeting, we are impressed with the fact that it dates an epoch in the history of our Brotherhood of inspiring significance. It accomplished good. It was productive of confidence, of harmony, and effectually obliterated divergent lines of action. It swept away suspicions and exalted mutual trust and forbearance. It aroused a brotherhood spirit, hopes brightened as lowering clouds disappeared, and as they moved away a bow of promise spanned their dark breast, and envies and jealousies were remanded by the fiat of heaven born fraternity to their native hell.

We should be forgetful of our duty if we were to omit saying of our Brothers on the U. P. system, regardless of their views on the subject of federation, that they work together as a unit, one in thought and purpose, evincing in what they say and do, that it is possible, whatever others may say to the contrary, to bring men into such harmonious relations that an injury to one is the concern of all.

TREACHERY OF LEGISLATORS.

The following from the *Engineers' Journal*, enclosed to the *Magazine* by Brother Frank Wynkoop, of the B. of L. E., is a matter of such general interest that we give it a place and bespeak for it attentive perusal:

JERSEY CITY, N. J. June 14th, 1890.

MESSES. EDITORS: The enclosed bill is one that was introduced in our Legislature. It passed the Assembly with only one dissenting vote: Eugene C. Cole, of Cape May County. It was then sent to the Senate, where it only received the vote of Senator Geo. T. Werts as it came from the Assembly. The following Senators voted against the bill: Henry M. Nevius, Monmouth Co.; Seaman R. Fowler, Cumberland Co.; Henry D. Winton, Bergen Co.; Watter S. Leaming, Cape May Co.; Peter D. Smith, Sussex Co.; George T. Craimer, Ocean Co.; Will H. Carter, Burlington Co.; John D. Rue, Mercer Co.; Geo. Pfeiffer, Camden Co.; Robert Adrian, Middlesex Co.; Jas. L. Miller, Union Co.; Jos. B. Roe, Gloucester Co.; Lewis A. Thompson, Somerset Co.; Martin Wyckoff, Warren Co.; Aug. F. Martin, Essex Co.; Edward F. McDonald, Hudson Co.; Jno. Mallon, Passaic Co.; Moses K. Everitt, Hunterdon Co.; William Newall, Salem Co.; Jno. J. Gardner, Atlantic Co. We most earnestly call the attention of all labor organizations in the State of New Jersey to this, and we would most respectfully ask of you to use your united efforts against any of the preceding Senators who voted against this bill should they come up for any office in your county, and see that they remain at home, as they are no friends of organized labor. They violated solemn promises made to a joint committee representing all the labor organizations in railroad service in the State of New Jersey.

Yours fraternally,

FRANK WYNKOOP, F. A. E.

ASSEMBLY No. 478.

STATE OF NEW JERSEY.

Introduced April 1, 1890, by Mr. Usher.

Referred to the Committee on Labor and Industries. Supplemented to an act entitled "An act for the better securing of wages to workmen and laborers in the State of New Jersey," approved March 9th, 1877.

1. *BE IT ENACTED by the Senate and General Assembly of the State of New Jersey*, That it shall not be lawful for any corporation doing business in this state to require workmen, laborers or other employes, in their contract of employment, or prior or subsequent thereto, to sign a written consent for said corporation to retain or keep back any part of their wages when due, under pretense of investing the same, or establishing a fund for the relief or assistance of such workmen, laborers or other employes, when sick or otherwise disabled.

2. *And be it enacted*, That it shall not be lawful for any corporation in this state, or any corporation doing business in this state, to retain or keep back any part of the wages due their workmen, laborers or other employes under pretense of assisting, relieving or maintaining said employes when sick or otherwise disabled.

3. *And be it enacted*, That all such diversion of the wages of the employes of corporations aforesaid, when due, for the use, possession or control of said employes to the control or possession of said corporations, for

the pretended use or benefit of the said employes, shall be adjudged by the courts of this state to be against public policy.

4. *And be it enacted*, That all violations of the first or second sections of this act by the directors or managing officials of any corporation of this state, or corporation doing business in this state, shall be deemed a misdemeanor, and shall subject them or any of them to an indictment for misdemeanor in any county of this state where said corporation does business; and upon conviction thereof, he, she or they shall be punished by fine or imprisonment in the county jail: said fine not to exceed two hundred dollars, and said imprisonment not to exceed six months, or both, in the discretion of the court.

The *Magazine*, long ago, took a position strictly in accord with the principles set forth in the foregoing bill, which failed to become the law of New Jersey, because of the treachery of men who disregarded the rights and interests of workmen. Such politicians should be required, everywhere, to remain at home. This miserable idea of paternalism which soulless corporations act upon, in determining what is good for workmen, is one of the methods adopted to degrade them, and ought to be effectually wiped out everywhere, and will be the moment workmen fully comprehend their rights.

CORBIN GONE.

PHILADELPHIA, PA., June 22.—Austin Corbin, president of the Reading Railroad Company, has resigned in favor of A. A. McLeod, the first vice-president. The report was confirmed yesterday by Mr. Keim, who is a director of the road and president of the Reading Coal and Iron Company. Mr. Corbin is now in Europe, but it is understood that his formal resignation was received yesterday by the board of directors, and it contains a strong suggestion of Mr. McLeod as his choice as a successor. It is possible that a special meeting of the board will be called for the early part of this week to take action on the resignation. Mr. Keim said he knew of Mr. Corbin's intention to resign, and that the president told him of it just before sailing for Europe two weeks ago. Mr. Corbin then said: "I am going to resign the presidency of the Reading."

The mills of the gods grind slow perhaps, but they grind all the same, and they grind exceeding small, and since first they turned a wheel—since first the mill stones began to revolve, no more repulsive grist than Corbin was ever offered. Mean and malicious, a liar and a knave, a petty tyrant, who used his crime-stained power to degrade workmen, he has at last been required to go. Honest men could no longer tolerate him. A dead dog now, the only hope is that his stench producing carcass may no longer pollute the air of America.

"WIMODAUGHSIS" is the name of a new association started in Washington City by Susan B. Anthony. Some one asks, what does the name mean? Stock in the association is \$5.00 a share, and for that amount Susan will tell what Wimo-daugh-sis stands for.

A SHAKING grate has been introduced on the Pennsylvania freight engines and works well. An engine runs five days without clogging.

A BROTHERHOOD HOSPITAL.

We ask the attention of our readers to the following circular:

THE MIESSE-THORP RAILWAY BROTHERHOOD HOSPITAL.

April 1, 1890.

There was incorporated at Springfield, Ill., the Miesse-Thorp Railway Brotherhood Hospital, with a capital stock of \$500,000 for the benefit of railway employes and their families, to be located at Chicago, the largest railroad center in the United States.

This was one of the greatest moves ever made for the benefit of railway employes and their families; and one in which every one whose interest is in any way identified with railroads should take a deep interest.

The subject of establishing a Brotherhood hospital has been brought before several conventions but never met with success. Since the Railway Brotherhood is growing stronger each day, a Brotherhood hospital has become a necessity.

The time has arrived and our wish granted. Our convention having failed to establish one, it was left to Drs. Miesse and Thorp to undertake this noble work, which they have so far successfully accomplished.

They will prove to the railroad fraternity that the long felt want has been supplied; that the employes have a hospital for the care of their sick and injured, which they can truly call their own and where they can remain until able to follow their vocations.

Drs. Miesse and Thorp, the associated surgeons-in-chief, will employ for male nurses, as far as possible, brotherhood men who are disabled both permanently and temporarily from following their regular occupations and who will make excellent nurses and assistants.

Nurses for female and children wards will be chosen, as far as possible, among the widows and daughters of railroad men. Employes will be admitted to the Hospital only by tickets of which there will be three classes according to the occupation and amount of danger to which they are exposed.

Class "A." Yearly tickets, with two coupons, each coupon good for four weeks, \$16, payable in three installments, first month, \$6; second month, \$5; third month, \$5. These coupons are transferable to any member of your own immediate family, requiring medical or hospital services.

This class includes: Engineers, firemen, brakemen, switchmen, conductors and baggage-men.

Class "B." Yearly tickets, with two coupons, each coupon good for three weeks, \$12, payable in three monthly installments of \$4 each, can be used same as class "A."

This class includes: Blacksmiths, boiler-makers, bolt cutters, brass finishers, brass moulders, bridge carpenters, cabinet makers, car inspectors, car oilers, carpenters, car repairers, car wheel drillers, coopers, coppersmiths, car shop employes, linemen, machinists, machine hands, masons, moulders, painters, pattern makers, spring makers, tinmiths, trucksmiths, warehousemen, wheel pressers, wood machinists, express messengers and mail agents.

Class "C." Yearly tickets \$10, without coupons, payable in two monthly installments, \$5 each.

This class includes: Boiler washers, bridge tenders, car checkers, clerks, car cleaners, car distributors, car sealers, car tracers, coal heavers, hostlers, laborers, lamp cleaners, pumpers, roadmen, section-men, tallymen, targetmen, watchmen and upholsterers.

The main ticket is not transferable. When a coupon is given it must be dated and signed by ticket holder.

The hospital will be so arranged that convalescent patients will have amusements of all kinds with which to pass the time away pleasantly.

Rooms will be allotted to family games of all kinds, including a good library, also pool and billiard tables. Everything will be done to make the patients feel at home.

The female and children's wards will contain space for amusements, such as music, fancy work, drawing, etc.

Drs. Miesse and Thorp hope the near future will see this institution under the direct control and management of the Brotherhoods.

Should any further information be desired in regard to the hospital or any of its plans of operation, such will be furnished by addressing Marshall Lapham, 529 "The Rookery," Chicago, Illinois.

POWDERLY AND GOMPERS.

The *Journal of the Knights of Labor* of July 3d devotes twelve columns to an elucidation of the troubles existing between the Order of Knights of Labor and the American Federation of Labor. Of the Knights, Mr. Powderly is Grand Master Workman, and of the Federation, Mr. Gompers is President. They are men of ability and acknowledged leaders. As Mr. Powderly has been heard through the columns of the *Journal*, it is to be presumed that Mr. Gompers will also address the public in a similar manner, and the indications all point to a rupture fraught with incalculable harm to labor, without, as we view the situation, any compensations, for let victory settle where it may, labor sustains an injury, and if it is a drawn battle its influence must be of a disastrous character. The demand of the times is to harmonize and unify workmen, but the fight between Messrs. Powderly and Gompers will not have that effect. It will breed discord, asperities and enmities. Two great labor organizations at war will be accepted by the foes of labor as proof positive, that workmen cannot pull together. The verdict, while apparently true, is nevertheless false. The great mass of organized workmen, regardless of name, are friends, working for the accomplishment of the same noble and righteous purpose. To estrange them, to array them in hostile attitudes is to inaugurate a calamity far reaching in its results, which will be deplored by the friends of labor everywhere.

We note particularly what is said about the numerical strength of the federation. If the membership is less than it was thought to be, it is a matter which ought to excite regret, for, if the membership is even all that is claimed, it would still be less than it ought to be. To hear that a labor organization is losing its membership is well calculated to dampen the ardor of any other organization, and certainly there is nothing in such reports to rejoice over. We hope to see the time when the Knights of Labor can boast of regaining its numerical power, and that the federation has not been less successful. This *Magazine*, always on record as the friend of organized labor, always glad to hear of the growth of its grand army, would, were it possible to get the ear of Messrs. Gompers and Powderly, suggest that they get together and adjust their difficulties, since the continuance of the internecine conflict, cannot possibly benefit any one, except those who pray ceaselessly for the overthrow of organized labor.

MATRIMONIAL.

The Denver, Colorado *Times* of June 28th contains the following notice of the marriage of Mr. Theodore Debs and Miss Gertrude Belle Toy, of Denver:

"Happy is the bride that the sun shines on!" Colorado sunshine seemed trying to outdo itself for the sake of Miss Gertrude Belle Toy on Wednesday, June 25, her wedding day, and it was a glorious omen of the happiness she so richly deserves and which her many Denver friends heartily wish her. Miss Toy and Mr. Theodore Debs were united in marriage a few minutes after 5 o'clock, at 2910, Downing avenue, at the residence of the bride's parents, Mr. S. J. Toy, a gentleman well known in real estate, and Mrs. S. J. Toy, a lady well known and universally beloved, not only for her graceful social qualities, and charm as a hostess, but for her never ending deeds of wise and kindly charity and thoughtful helpfulness. A daughter leaving such a home could but be a light and blessing to her new one wherever it may be. That she had followed in her mother's footsteps was testified to by the numbers of the gifts poured in upon her, marking not only social and friendly esteem, but the feelings of grateful hearts for loving kindnesses of the past. Even the Chinese boys of her class in Trinity church, who had given her a costly bit of their native decorative work, made entirely of their own odd pierced coins, the number used being sufficient, they said, to support one a long time in China, added their tokens in the shape of handsome wedding gifts, as will be seen in the list.

Mr. Theodore Debs, the fortunate groom, is a well known and prosperous young man of Terre Haute, Ind. Admiring eyes followed both the tall, fine-looking groom and the strikingly beautiful bride in her lovely bridal robe of cream faille, as shortly after 5 p. m. the bridal cortege entered the parlors to the grand strains of Mendelssohn's wedding march and took up their positions before the Rev. G. N. Eldridge of Christ M. E. church. The attendants were Mr. Ed. Toy, brother of the bride, and Mrs. Ed. Toy, lovely as usual in white surah; Mr. Charles White and Miss Birdie Shuck, also in soft white, with accordion-plated skirt, both ladies carrying exquisite roses; also little Miss Gertrude Cleverger, a namesake and niece of the bride's, a little angel in white. The wedding march was played by Mr. George Cruzen, of Golden, down for the occasion. The Rev. Mr. Eldridge performed the ceremony in a very beautiful and impressive manner.

"With this ring I do thee wed,"
Until Death—

In the good old way so often omitted in these days of haste and civil marriages. The rooms were exquisitely decorated with rare plants and lovely flowers.

After the Rev. Eldridge introduced Mr. and Mrs. Theodore Debs to the gathered friends, a pleasant time of kisses and congratulations followed. Then Baur's satellites brought in one delicacy after another—salads, ices, luscious berries and cream, cakes on which household skill and love had been expended, and all that the taste of an epicure could desire, till finally the bride performed the crowning act of cutting her cake, a beautiful frosted masterpiece of the art.

The groom is widely known to our Brotherhood, and so favorably known that we are not required to draw on our imagination for the belief that those who have met him will join with his elder and only brother in wishing him and his charming wife, all the happiness that heaven designed should flow from wedded life. It has been written of matrimony—

"Thou art the nurse of virtue. In thine arms
She smiles, appearing, as in truth she is,
Heaven-born and destined to the skies again".

To say nothing of brotherly ties which

could not be stronger, the groom is possessed of those qualities of head and heart which make wedlock a benediction, and that he has wisely chosen a bride, will not be questioned by those who have been brought within the influence of her loveliness of mind and person. The poet touched the right chord when he wrote:

"There is a bliss beyond that the minstrel hath told
When two that are linked in one heavenly tie,
With heart never changing and brow never cold,
Love on thro' all ills, and love on till they die."

The young couple, after their marriage hied away to Manitou Springs, Colorado, to spend a portion of their honeymoon and to breathe the pure air of the mountains, and contemplate the beautiful scenery and in fancy they have said to each other:

"Then come the wild weather—come sleet or come snow,
We will stand by each other however it blow:
Oppression and sickness, and sorrow and pain,
Shall be to our true love as links to the chain."

Their honeymoon journey over, the bride and groom, as we write are in Terre Haute the home of the groom, where they have received the warm and loving congratulations of relatives and friends, and where all wish them heaven's choicest benedictions.

THE *Denver Times* of June 28th contains the following:

A reader of the *Times* sends to the office one of Tom Moore's gems, and says that he believes the poet had scab workmen in his eye when he wrote:

Oh, for a tongue to curse the slave
Whose treason, like a deadly blight,
Comes o'er the counsels of the brave,
And blasts them in their hour of might!
May life's unblest cup for him
Be drugged with treacheries to the brim—
With hopes that but allure to fly,
With joys that vanish while he sips,
Like Dead Sea fruits that tempt the eye
But turn to ashes on the lips!
His country's curse, his children's shame,
Outcast of virtue, peace and fame,
May he, at last, with lips of flame
On the parched desert thirsting die—
While lakes that shone in mockery nigh
Are fading off, untouched, untasted,
Like the once glorious hopes he blasted!
And when from earth his spirit flies,
Just Prophet, let the damn'd one dwell
Full in the site of Paradise!
Beholding heaven and feeling hell!

DURING the progress of the Denver Union Meeting, the following telegram was received and read:

HELENA, MONT., June 26, 1898

Eugene V. Debs, Grand Secretary and Treasurer
Locomotive Firemen:

Union meeting here to-day. Delegates from Montana, Butte, Livingston, and New Lodge (at Helena), unanimously voted for national federation first, last and all the time. Nothing else goes. Executive officers upheld in all their actions.

[Signed]

THOS. MCCARTY
JAMES BOOMER,
JAMES MARTIN,
THOS. LYNCH, } Committee

Such things are cheerfully significant.

THE LABOR PRESS.

The *Rights of Labor*, published in Chicago, in a recent issue, remarks upon the Labor press as follows:

In this age when capital has the command of the leading papers to represent its side of the case in the various struggles continually occurring between employer and employé, it is not strange that the demand of the toilers for an independent Labor press should call out a supply. The Labor press is a necessity that the toilers too often fail to recognize. But for the cause they represent it is even a greater necessity that the fundamental principles underlying the conflict should be clearly understood and logically presented. The issues being economic, it would seem essential that these subjects should be thoroughly discussed, yet how seldom is it that they are intelligently handled? To say that the workman is not disposed to read such "dry" matter is not to the point, for if a solution is to be arrived at, it can only be by intelligence.

Yet out of the great mass of our Labor exchanges, a very small portion of their space, often none at all, is given to economic principles. "Gush" there is by the column, as if a thought would frighten subscribers. Yet mere emotional sentimentalism is as barren of result as a vocabulary of the Choctaw dialect. Workmen who object to serious discussion, as well as editors who are unable to undertake it, are indirectly far more inimical to the adjustment of the labor question than are the Yerkes and Armours with their openly expressed contempt.

The toilers should heartily support the Labor paper wherein an honest attempt is made to intelligently discuss economic questions, for even if they find them "dry," they may rest assured that their cause is being presented to a large class of educated readers to whom the gushy sentiment of the average Labor press would but incite contempt. When the workers fail to recognize this they do themselves more injury than the "capitalistic press" they so roundly denounce. Intelligence, not rant, is needed.

It is seldom that we find expressions better calculated to arouse attention than the foregoing from the *Rights of Labor*. The facts should be heeded by the Labor press of the country generally. What is a labor press? Many of the so-called Labor publications are simply the "organs" of associations. They discuss the interests of a particular craft or order, and, as a general proposition, do not enter that broader field of discussion where opportunities are afforded to help all toilers, irrespective of occupation. It is not to be questioned that these "organs" are doing good work, but the demand is for a brotherhood spirit that reaches all and works for all, that all may be educated and elevated. This work of education has its initial stages. The first lesson is to impress upon the minds of workmen, and women, too, that their wages are far below what they earn, and ought to be advanced. The underlying question is that of wages—pay, honest pay. Organized capital seeks by every device to reduce wages, to degrade work and workers. To secure an advance in wages has ever been and always will be a struggle. It is the one eternal and irrepressible conflict. For workmen to win, they must organize. The first thing to be done in the way of education, is to teach the masses that it is only by organization that they can hope to improve their condi-

tion. To do this, abstruse propositions in economics need not, and ought not, to be introduced as an elementary lesson.

We know of an industrial enterprise that employs from 800 to 1,000 men. It is conducted upon penitentiary principles—no employé is permitted to talk to a co-employé during working hours. Some of the men are paid as low as 65 cents a day. Protests are not tolerated. If a man complains, he is told that a dozen men are waiting at the gate to take his place. The men employed in the enterprise are not organized; they are therefore at the mercy of a set of tyrannical employers and still more overbearing bosses. What these men need is education relating to the benefits to be derived from organization. What is the difficulty? Some of the men receive fair wages, and feel no concern whatever for those who are required to toil from ten to fourteen hours for less than is required to purchase sufficient food. Can the Labor press reach such men? In the community where these outrages are perpetrated there is a Labor paper, but it never mentions the wrongs to which we refer, except in a general way, which is of little service in overcoming specific outrages occurring constantly in almost every department of labor. As these wrongs are presented, the Labor press of the country should pounce upon them, nor cease their attacks until their perpetrators are made notoriously odious and infamous throughout the country.

CY. WARMAN.

At Denver we had the good fortune to meet Cy. Warman, the poet editor of *The Western Railway*. It must not be understood that the poetry in Bro. Warman's mental make up in any wise detracts from the vigor of his intellect. He can, when in the mood, dally with a star or a daisy. He can touch the chords of the heart as delicately as a zephyr sweeps the strings of an Æolian harp. He can *federate* with cupid, and down with his darts a cowboy, and make him kneel at the shrine of love and beauty—but, when occasion requires it, and don't you forget it, he is a cyclone or an earthquake, an avalanche or a maddened torrent. On such occasions, Cy Warman retires the poet and goes upon the warpath, and his warclub and tomahawk permits no guilty man to escape. He has made the *Western Railway* all that his most ardent friends could desire; a paper that is read and sought after. If there are still higher elevations of success for his enterprise we shall be glad to hear of his reaching them, and it affords us something more than pleasure to write Cy Warman down as our friend, and in all of the boundless felicities of the term, we reciprocate them.

THE SUPREME COUNCIL.

Proceedings of the Annual Meeting Held in Chicago June 16th and 17th, 1890.

On June 6, 1889, the authorized officials of the Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Brakemen and the Switchmen's Mutual Aid Association, met in Chicago and established the Supreme Council of the federated Orders, named—and on June 16th, 1890 the first annual meeting of the Supreme Council was convened in the same city. Since the first meeting, June 6, 1889, the Brotherhood of Railway Conductors became a member of the Supreme Council, and was fully represented in the deliberations of the meeting of which we write. The four Orders named were fully represented, as provided by the constitution of the Supreme Council.

After reading of the minutes of the first annual and the Pittsburgh and Cincinnati special sessions of the Council, which were approved, the election of officers for the ensuing year was ordered, resulting in the election of F. P. Sargent, President; Geo. W. Howard, vice-President, and W. A. Sheahan, Secretary and Treasurer.

Following the election, President F. P. Sargent delivered his annual address, in which he reviewed the results of federation during the past year. He referred particularly to the plan of federation as adopted, as also to the constitution as it now stands and to many other matters of interest. The address was well received and was ordered to be spread upon the minutes.

An application for membership in the Supreme Council was received from the Brotherhood of Telegraphers, which was referred to a special committee, and was rejected for the reason that the Brotherhood of Telegraphers admits any person to membership, following "electrical pursuits," whether in the railway service or not. As this would include men not connected with the railway service of the country the application was rejected.

The constitution of the Supreme Council, as it stands, was found, upon careful investigation, to meet every requirement and was not changed, and it was ordered that a sufficient number be printed to place a copy of the constitution in the hands of every member of the federated Orders.

The following important resolution was unanimously adopted:

Resolved, That from and after the adoption of this resolution, it shall be the duty of the chief executives of the several organizations represented in this council, to oppose the so called local or system federation, and that under all circumstances they shall support the Supreme Council as now organized as the only legitimate federation of railway employes; and that they shall be directed to use their influence in bringing into line such other organizations of railway employes as are desirable to maintain and

perpetuate the rights of all, and that all propositions relating to any other plan of federation be discountenanced by the members of all the organizations embraced in the Supreme Council.

The Committee appointed for the purpose, submitted the following address, which was adopted and ordered printed:

CHICAGO, ILL., June 17.

To the Brotherhood of Railroad Trainmen, Switchmen's Mutual Aid Association, Brotherhood of Locomotive Firemen and Brotherhood of Railway Conductors, Greeting:

DEAR SIRS AND BROTHERS:—In behalf of the Supreme Council of the United Orders of Railway Employes, we beg to report at the close of our second Annual Session, that, having heard every proposition affecting our alliance, we feel safe in saying that we are to-day the strongest organization of railway employes upon our continent. We beg to report that the Brotherhood of Railroad Trainmen has been steadfast and true; that the Brotherhood of Railway Conductors, although comparatively small numerically, have been faithful to every obligation; that the Switchmen's Mutual Aid Association, and the Brotherhood of Locomotive Firemen have been loyal to their sister organizations, and in view of these facts it is urged on behalf of the Supreme Council that each member of each of the several organizations therein represented be requested, with all the influence at his command to promote the interests of all the federated organizations.

Brethren, we appeal to you in the interest of harmony and good will. We need not say that your representatives are in perfect alliance with all the representatives of the federated organizations; that they are our friends; that we are theirs; that in every emergency we stand side by side together carrying out by action as well as by words the true import and purport of federation.

Let us remember that in our relations with each other, we are mutually bound to the interest of all; that in the storm as in the calm, we shall be brothers; that when the roll is called, every member, however humble, will respond as cheerfully as the soldiers of old responded to the solemn call of death.

Pursuant to the action of the Supreme Council, there will be forwarded to each subordinate lodge or division a package of constitutions, proportionate to membership, and it is requested that the same be distributed among the rank and file to the end that each and every member may be cognizant of the laws, rules and regulations of the Supreme Council.

Brethren, we exhort you to live in peace together. The old maxim "each for all and all for each" is as applicable to-day as when first uttered. In all of your work remember that we stand side by side and shoulder to shoulder together. Remember that in the nature of things our calling involves ceaseless peril; that the primary purpose of organization and federation is to protect us against those dangers that are incident to our life on the rail. Remember again, brethren, that we are federated for the sublime purpose of standing together in demanding an honest day's wages for an honest day's work, wherever the whistle of the locomotive bears testimony to the triumphant march of civilization.

In conclusion, we are happy to say, after a year's experience as a federated organization, that our expectations have been more than realized; that every pledge has been redeemed and that we reaffirm our faith in the federation of the several organizations of railway employes, as now established as the redeeming and emancipating power of the age.

W. A. SHEAHAN, Chairman.
 GEO. W. HOWARD, Secretary.
 E. V. DEBS.
 FRANK SWEENEY,

Committee.

The meeting was in all regards harmonious. One purpose animated the delegates, and that was to promote the welfare of every railway employe engaged in the

train service. What has already been accomplished by federation, demonstrates that we are moving in the right direction and that by united, harmonious action, greater victories for the right will crown our labors.

THE INDEPENDENT ASSOCIATION OF RAILWAY CONDUCTORS.

The exceedingly contemptible minority, both in numbers and brains of the O. R. C., have seceded from the order, and organized what they call the "Independent Association of Railway Conductors," with Cal. S. Wheaton as its chief executive officer. The men who have gone into this new organization are the sort of fellows that men of the Corbin type admire. To describe them an extensive vocabulary is not required—they are simply and essentially scabs. The term as understood in all circles of railroad employes defines their principles (?) more properly, their purposes, the motives which actuate them. They are the Hessian tools of corporations, who, bankrupt in every noble trait of character, willingly prostrate themselves at the bidding of officials, and when oppressed and defrauded workmen seek for redress, without hesitancy play the part of scabs. This bigoted and stupid vulgar fraction and faction of the O. R. C. has gone off and organized, and that there may be no misapprehensions concerning its status, Wheaton is President of the gang, and Wheaton, according to the estimate of Wm. P. Daniels, is a knave, a liar, a lick-spittle, a parasite, a venal villain who ought to be in a penitentiary. Daniels, who has been in close affiliation with Wheaton for years, represents him as morally loathsome, a creature so corrupt, so rotten, so pestilential, that a case of confluent smallpox is introduced to express the detestation which all honorable men should entertain for him, and that is the sort of a man the Association of Railway Conductors has selected to preside over them and shape their destiny. Nothing could be more fitting.

The *Elmira Telegram*, of June 29th, has an editorial article on the new order, in which it says:

We are of the opinion that Cal. S. Wheaton and those associated with him have made a grave and perhaps fatal mistake in withdrawing from the Order of Railway Conductors and forming a new organization. Such action is undignified, unseemly and ill advised.

For something like ten years Mr. Wheaton and those who share his views have governed the Order of Railway Conductors and shaped its policy. That new men and new methods were selected by the Rochester convention is not sufficient excuse for the defection of the minority.

The victorious ones had themselves submitted gracefully in the past, not permitting defeat to make them forget mutual interests and a mutual aim. Mr. Wheaton and his colleagues should have been equally generous and dignified, and waited for time to again give them the ascendancy.

Besides, they should remember that in division there is always danger. There should be but one or-

ganization of railway conductors in the country, and that should be as compact and harmonious as possible. Only by such an organization can the welfare and interests of the conductors be best subverted.

To our thinking, the men who participated in the New York City convention have taken the wrong course, and one that will lead inevitably to disaster. In time they themselves will, doubtless, see that they have.

The mistake of the men who have organized the new Association lies in the fact that they are hostile to protection, to federation, to principles and policies recognized as just and proper by men of thought and high attainments, not only in the ranks of labor, but in the ranks of statesmen and philanthropists, the well wishers of society in all circles where intellect is not degraded by mercenary greed.

This *Magazine* saw the shadow of coming events in the affairs of the O. R. C. We foretold the collapse of the organization. It sought to stem the tide of ideas which demanded the emancipation of workmen from thraldoms which were worse, all things considered, than existed in the dark ages. Railway conductors caught on, and A. D. 1890 expunged the anti-protection laws from their constitution, and then permitted Wheaton and Daniels to apologize for their courageous act. As a consequence, the O. R. C. as an organization is as good as dead. What Wheaton could not do, or did not do, Wm. P. Daniels will accomplish. He knew of Wheaton's treacheries to the order and condoned them. We do not doubt that Daniels has told the truth on Wheaton, and when Wheaton tells the truth on Daniels, crape and muffled drums, and a funeral procession will be in order, and the burial of the O. R. C. will be a fitting *finale* of an organization whose high officials betrayed every trust and for years wallowed in the slum of treason to high obligations.

Among the many satisfactions experienced while in Denver was the meeting of Ed. F. O'Shea, ex-Grand Secretary and Treasurer of the B. of R. T., and W. G. Edens, ex-Vice Grand Master of the same Brotherhood. They are now in the insurance business, and beside other enterprises with which they are identified, they now represent the Railway Officials and Conductors' Accident Association, of Indianapolis, a reliable association, and we are confident that in the entire corps of its representatives no two men can be found more reliable than Brothers O'Shea and Edens.

It is proper to say that the reason why Brothers F. P. Sargent and J. J. Hannahan were not at the Denver Union Meeting, was that the imperative demands of the Brotherhood required them elsewhere, and that but for such exigencies they would have been present.

DANIELS VS. WHEATON.

So full of artless jealousy is guilt,
It spills itself in fearing to be spilt.—*Shakespeare.*

The July number of the *Railway Conductor's* is received. We have read Daniels on Wheaton, and the open letter suggests the aphorism:—"When knaves fall out," etc. The diatribe of Mr. Daniels, we propose to show him, is constructed upon boomerang principles, and is likely to do him quite as much damage as it was intended to do "Calvin, Selah."

Before proceeding further, we desire to say, that long since the *Firemen's Magazine* pointed out the disreputable methods practiced by Wheaton, and, as it now appears, were acquiesced in by Wm. P. Daniels. True, we did not know the height and depth, length and breadth of Wheaton's corruption, as did Mr. Daniels, but we had sufficient reliable data at hand to satisfy us that Wheaton was a bad egg, and it now appears, from Mr. Daniels' invective of Wheaton, that he, Daniels, was cognizant of his knavery, first, last, and all the time, and that he covered it up, condoned it, kept it a secret from the rank and file of the membership, "for the good of the order;" that is to say, Mr. Wm. P. Daniels, one of the Grand Officers of the O. R. C. who, by virtue of his position, knew of Wheaton's depravities, had not the courage to expose him, and now confesses that his cowardice betrayed him into the commission of fatal mistakes, when every consideration of fealty to truth, to honor, to integrity, and to all things of good report among men, demanded of him the arraignment of Wheaton. Daniels confesses to a "slight feeling of surprise" that Wheaton should "take any chances of having the indisputable evidence of his rascality made public." Daniels illustrates his connection with Wheaton by reference to a man "who had been in bed with a small-pox patient," and says he, Daniels, has been in bed with that sort of a fellow "for the past three years." Now let it be remembered, that during all these three years, Daniels has been proclaiming to the world that Wheaton was not morally loathsome—corrupt, rotten to the heart—a putrefying abomination, whom the members of the O. R. C. would have expelled had Daniels done his duty. During all these years Wm. P. Daniels, so far as the rank and file of the O. R. C. knew, or the public knew, regarded Wheaton sound and healthy. He never referred to Wheaton as a "cancer to be lanced," as a man whose "crookedness" existed throughout his entire career, who "repeatedly sold out the interests of the members of the order to win favor for himself with railway officials." All of this treason to the order Daniels confesses that he knew, and that he hushed it all up, because, forsooth, to have exposed

Wheaton's knavery, duplicity, treachery, and general rascality would injure the order.

"When rogues fall out," etc. Manifestly the members of the O. R. C., if not getting their dues, have been paying their dues into a sink hole. Never in the history of organized labor has there been such an exposé of long continued rascality, low, venal and vulgar treachery. It defies hyperbole. It is the most scandalous record ever made by any organization of men on the continent. It embraces the whole range of scandalism. And Daniels avers that all that "everything stated is susceptible of proof." He has got the documents. Wheaton has gone off and joined himself to a small gang of kickers. He is a dead lion. A man of low ambition and having a thirst for position and praise, he is now the target of his old associates' shafts. Mr. Daniels will now await the reply of Wheaton. The fight is on. Its beginning betokens its end—and the end must be that every self-respecting railroad conductor in the land will promptly get out of the order. They will say, after reading the article to which we have referred—if you, Brother Daniels, knew of the rascalities which you now give to the public, and all of which you confess you were familiar with, why did you not proclaim them, that we might rid the order of such a monstrosity as C. S. Wheaton? No; you wait until the order is wrecked, and when Wheaton is gone, you pounce upon him like an owl upon a dead mouse. You are valiant now when there is little or nothing left to fight for.

Long ago, we pointed out that the officials of the O. R. C. were playing false to its membership. We knew the men of whom we were talking. Honorable, above suspicion, they were not scabs. It is now disclosed by Wm. P. Daniels that they were the victims of officials who never drew an honorable breath nor asserted an honorable principle. Sold out repeatedly, placed in a false position they were subjected to humiliations that must have wrung from them many a deep-toned anathema. Wm. P. Daniels, though he may now sob like a water-plug, is caught in the meshes of his own tarantula web, and men of thought in the O. R. C. will not be slow to see his scheme to advance his personal interests by crying down a miserable man, whose *pal* he confesses to having been in every disreputable proceeding.

It affords us no satisfaction to see a great Brotherhood wrecked—we deplore such a catastrophe. In this case, however, we find no little relief in the fact that the B. of R. C. affords a safe refuge for every conductor who desires to place himself in line with the conquering sentiments of the times.

THE wealth of the United States increases at the rate of \$2,000,000,000 a year.

STRIKE.

The word "strike" is the sign of an idea which most men dislike to contemplate—and none more, we opine, than those whose purpose it is to strike.

A great many people assume that those who *strike* do so without counting the cost; without recognizing the fact that they will be called upon to make many and grievous sacrifices; that a strike means idleness; the expenditure of money saved, and after all, involving uncertainties relating to the final outcome.

We do not doubt that there have been unnecessary strikes, just as there have been unnecessary wars; we do not doubt that strikes have sometimes resulted from the leadership of men totally disqualified to give advice in such matters, and that the penalties for such mistakes have been severe.

After making such admissions, the fact stands out in haggard prominence that some times a strike is demanded regardless of costs and of sacrifices—demanded by every consideration of right and justice, and under such circumstances not to strike is to tamely submit to outrages and accept degradation; to surrender liberty, independence, self-respect—to permit the wrong to triumph without protest or struggle, and tamely become a slave.

It was said by Admiral Porter, and the declaration will bear repeating, that "a pin is worth fighting for if it involves a principle."

The announcement of the American Admiral is eminently *American*, and will do for all nations and tribes of men. It is as applicable to individuals as to nations—to workmen as to princes—to labor organizations as to States, but a miserable, subsidized, monopolistic press, and a miserable gang of politicians, who fawn about the rich men and lick the boots of millionaires, never discuss the principle which occasions strikes, but are eternally denouncing strikes and upholding those whose tyrannies are productive of strikes, and of such publications *Frank Leslie's Weekly* is a notable example.

Some months since, this paper, discussing "the cost of strikes," said:

The prime lesson for all workmen to learn is that the only true path to freedom lies through an increasing command by each individual of the capital essential to his own employment. He who does not attain this must always find himself compelled to submit to the direction of others in all the little methods of his labor, and dependent on the will of others for the opportunity to work at all.

That is to say, that it is money that secures "freedom," and without this money "workmen" will find themselves "compelled to submit to the direction of others," depending "on the will of others for the opportunity to work at all."

Such is the logic of the organ of money bags. It places the workingman without money just where the negro was before Sumpter's guns were fired—absolutely "dependent on the will of others," to accept such terms and treatment as "others" might dictate.

It would be impossible to consign American workmen to a lower level of degradation. It places them at the bottom. It makes them the "mudsills" of the social, political and business fabric. It is *caste* pure and simple—aristocracy and autocracy combined. Rights, privileges, prerogatives, liberty, independence fall prostrate in the presence of "Capital."

Take a body of workmen, employed by a capitalist. Their wages compel them to wear rags, to inhabit hovels and to subsist upon insufficient, and often offensive food. They know they are systematically robbed; they know, and the world knows, that their impoverished condition is the result of the piratical greed of their employers. The outraged men demand an increase of pay, simply to better their condition; the demand relates to the mitigation of human sufferings. The men would have better clothes, food and shelter. They would get out of the mud. They appeal to their employer for a fraction more of the wealth they create, which he is appropriating. The demand is denied. The employer's ears are deaf to all appeals. His heart is adamant. He robs and increases his wealth. The picture is not overdrawn—not over colored. The world knows it is truthful. Under such conditions the alternatives are submit or strike, and under such circumstances the press, the pulpit, the rostrum, Congress and the Legislature, the public meeting, all, all, should thunder approval of a strike. But, says the monopolistic, subsidized press, of which *Frank Leslie's Weekly* is of the meanest:

Visionaries will always be rising up and earning a cheap notoriety as friends of wage-workers, by promising them some shorter road than this to individual freedom. These visionaries, however, will generally be found to be merely using their cunning advice to others as a means to make themselves capitalists, even though the nostrum by whose sale they become capitalists in their own right be a recommendation to others to become capitalists by associated hocus-pocus.

The "visionaries" are the men who, receiving 75 cents or \$1 a day (often less than the amount named), demand more pay. The *practical* men are, in every instance, according to the monopolistic press, the men who refuse to be just, who refuse the workingman fair wages, who denounce labor organizations as "associated hocus pocus."

It does not matter. There is now a labor press. There are labor agitators, as there were in 1770 and 1776 revolutionary agitators, as there were abolition agitators at a later date. They were called "visionaries,"

but they were, nevertheless, clear-sighted, and saw coming events. The labor agitators of the present would prevent strikes, just as American patriots before the American revolution would have prevented war. They asked for justice; it was denied—then came the strike of '76. There was misery, sacrifices, death, but out of it all came liberty and independence.

Let it not be forgotten that there is something far more deplorable than strikes. It is a condition when men, subjugated and degraded, accept chains without protest. It does not matter how starry may be your flag, it does not matter how glorious may be your traditions, how boundless your country—indeed, the more highly wrought the eulogies of such things, the weaker becomes hyperbole in seeking to depict the condition of degraded men in the midst of such surroundings—men who are too degraded to strike.

DEATH AND DOGGEREL.

The *Magazine* desires to have the attention of that class of unfortunates who deem it their duty to embalm the dead in doggerel. Such people the *Magazine* regards as mentally feeble, and therefore objects of sympathy and sorrow, all the more to be pitied because they do not realize how totally bankrupt they are in all things that constitute poets of the lowest caste. Such people pursue the dead with doggerel, with such utter disregard of all things human, that the *Magazine* here and now protests and orders "down brakes." To the extent of our ability we will protect the dead, our dead brothers. The doggerel jackals and hyenas shall no more disturb their repose, and make all sensible people sick and disgusted by injecting rheumatic, dyspeptic and flatulent "in memoriam" rhymes into the *Magazine*. To write such stuff for the *Magazine* will be time thrown away. The dead are entitled to repose—exemption from ridicule. People by the score, who have no idea of a grammatical construction of a sentence, send their contributions to the *Magazine*, and ask that they be corrected and published. If it were possible to correct them, they would still insult every intelligent person. Besides, we employ no one sufficiently demented to patiently read the "in memoriam" twaddle that an inscrutable Providence permits feeble-minded persons to write and force upon our attention.

The city of New York has a ten-year-old boy who inherited a fortune of \$5,000,000. At six per cent. the youngster enjoys an income of \$300,000 a year. A fireman, working at \$2.50 a day, would have to work something over 333 years to reach the young millionaire's income for one year.

AGITATION AND AGITATORS.

Agitation is the order of nature. Nature abhors quiet as it does a vacuum.

Some one may object, and point to the "everlasting hills" in proof of their theory, forgetful of the fact, that the hills are the product of agitation.

The sea is never still. The tides forever ebb and flow. The "dead calm" presages the storm. Air in motion is the demand.

The peacefully disposed, the quiet, inert, lethargic souls, those who glory in stagnation, have never had their way. Nature prefers agitation, hence the hurricane, the tornado, the cyclone, the lightning and the thunderbolt; hence the volcano and the earthquake. Call them evils, it matters not, they are a ceaseless protest against stagnation.

Men cry "peace," but there is no peace. The elemental war goes on. Indeed, those who clamor for peace are agitators.

The pulpit is an agitator. The wranglers over creeds and dogmas, are perhaps, the most persistent of all agitators; the bed rock idea being, that a wrong exists which must be found and exterminated.

All explorers, pathfinders, in religion, morals, science, government, geography, in any and every department of human affairs, are agitators. They are seldom or never popular in the beginning of their labors. Their fate, as a rule, is to suffer derision, contumely, neglect and poverty, often penalties still more severe; the exception only vindicates the rule.

Those who are inclined to investigate facts will be satisfied that our conclusions are warranted. We could easily exhaust the space at our command by giving illustrations of the rugged road agitators have traveled, and in pointing to the ultimate triumphs they have achieved for the good of mankind.

We are not unmindful of the fact that in the army of agitators there are utopians, vagarists, men of wild fancies, impracticable people, but achievements have been of such a startling character that men who claim to be exceptionally *hot headed* will exercise great caution in rendering their verdicts in classing men as "cranks" who are the *army couriers* in proclaiming coming triumphs of mind over matter and of right over wrong.

So much as prefatory to the declaration that just now there is manifested a purpose to treat with contempt persons known as "Labor Agitators."

The employer wants quiet, stagnation; wants to be let severely alone. The agitator wont have it so. At the bottom of the labor question there exists a wrong of incalculable enormity. The labor agitator seeks to unearth it—to lay it bare, to expose it to the gaze of the world and exterminate it.

The labor agitator does not disguise his purpose. He could not if he would, and would not if he could. He is compelled to be outspoken. He must be bold. Possibly some one objects, and asserts that all labor agitators are neither honest nor in earnest; that they are wolves in sheep's clothing, traitors in disguise, unworthy of confidence and do incalculable harm. We do not hesitate to admit to some extent the impeachment. Of Christ's twelve apostles, one was a traitor. Such objections have weight, but it is as a feather compared with a mountain. The fact remains that the great body of labor agitators are honest men, working for the accomplishment of noble purposes, fraught with the highest good to men, women and children, who are the victims of wrongs as flagrant and cruel as can be inflicted under conditions which ought not to exist in any land, and which in the United States of America are infamous to an extent which defy exaggeration.

The mission of the labor agitator in the United States is first to persuade workingmen to organize—to get together for the purpose of the interchange of ideas relating to their pecuniary welfare. Organization is the practical recognition of the maxim, "in union there is strength," and without which labor has no strength. Without organization working men are at the mercy of their enemies; without organization, "labor," as was said by an Indiana member of Congress, is a "commodity, as much so as the raw materials to be worked up." Without organization the so-called "labor market" is established as it was in the days of chattel slavery, when there were slave auction blocks and slave pens, and labor was a "commodity." With organization the "market," the "block" and the pen "disappear," and labor commands wages which enable the laborer to live as becomes an American citizen.

The labor agitator wars against oppression in every form, and it is this fact that calls down upon his head the maledictions of those who have grown rich by continuous robberies.

The monopolistic, subsidized press launches its anathemas against the labor agitator; they seek to inoculate the public mind with the views of such asps as Austin Corbin and his tribe of venomous reptiles, creatures who inaugurate famine and live in luxury upon the boodle secured by their piracies.

Every labor organization that exists on the Continent to-day is a monument to the triumphs of the labor agitator. Organization is the result of agitation, not of silence and submission—not of acquiescence in the rules of wrong, but a ceaseless protest against existing evils that must be eradicated if justice is to prevail and peace be maintained.

There is now widespread agitation to secure federation of labor organizations, because federation is the culmination of the strength sought to be secured by organization.

The agitation in this direction is logical—it is natural—practicable. There is nothing associated with the agitation that has the semblance of vagary. It is not a "crank" idea. It is not visionary. No man, no set of men, no paper or periodical of character or, without character, assails the proposition. It stands secure in its symmetrical strength. All that is required is to continue the agitation, keep up the bombardment. It is a winning card. The enemies of labor are afraid of it. Already they stand apart as they see labor organizations coming into line under federated banners.

The scepter is falling from the hands of labor autocrats. From the untold millions of wealth which labor creates the time is coming when a just distribution will be ordered. There is to be more agitation, more education, a profounder recognition of great truths relating to the brotherhood of man, a more intense desire to lift up the lowly and the weak; but the trend is in that direction—watch and agitate, fight and go forward. The strong forts and citadels of the enemy are being taken, and the last will eventually fall, as did Ticonderoga when the grand old veteran took possession of it, as he said, by the "authority of the Great Jehovah and the Continental Congress."

THE *Cleveland Press* in commenting upon the claim that Birmingham, Eng., is the best governed city in the world says that it will certainly not be agreed in America that the city that allows only taxpayers to vote is an ideal city. Many Americans think that it should be so, but they forget that all who live in a town are taxpayers if they take care of themselves. The man who hands the money over to the Treasurer is generally only a go-between. He collects taxes when he collects his rents and interests. If he turns all he collects over to the Treasurer, he does uncommonly well. "The best governed city in the world will be one that gives the poor as well as the rich a voice in its government." Nothing is more common in the United States than to hear newspaper jackasses and others prate about taxpayers, as if every man who supports himself and family is not a taxpayer.

THE United States supports a minister at the capital of Peru, and the minister informs the government of the United States that "Peruvian girls are very pretty." That is what might be called peruvian bark.

CORNELIUS VANDERBILT dances in pumps, light and thin soled, while Mr. Depew dances in his everyday shoes. Think of that.

GRAND MASTER SWEENEY AND THE S.

M. A. A.

In the ranks of organized labor, Grand Master Sweeney, of the S. M. A. A., is the peer of any man for unwavering devotion to the welfare of railroad employés. Bro. Sweeney's courage, fidelity and firmness are conspicuous traits of his character. He fully appreciates conditions, and in demanding the recognition of rights, knows no such word as fear. He is prudent under all circumstances. He would improve conditions but permits things to remain as they are, in *statu quo*, until there are good reasons for believing that a change for the better can be secured. He reasons, if "eternal vigilance is the price of liberty," it not the less what must be paid to secure switchmen's rights. Bro. Sweeney is always on picket duty, and if any member of the federated Brotherhoods has a grievance, he never grows weary in his efforts to secure an honorable adjustment of the wrongs complained of, and on no occasion does he demand what is either unjust or impractical, and when a fight is on he will always be found doing his duty.

In point of numbers, the S. M. A. A. may not be as large as are enlisted under the banners of other federated orders, but what is lacking in numerical force is made up in courage and invincibility, and no order responds with more alacrity when a forlorn hope is to be led, or a battery of the enemy is to be taken and silenced. Bro. Sweeney and his army of braves which he leads are the friends of the Firemen's Brotherhood, as they are of all the Brotherhoods marshaled under the federation flag. Our Order can be of advantage to the S. M. A. A. in many ways, and we are profoundly in earnest when we say to our Brothers, stand by the switchmen and give them on all occasions and everywhere your best efforts to aid them in carrying forward their organization, for there will come times when they will repay such favors a hundred fold. If there is an order of railway employés that despises a scab more than any other, we think it is the S. M. A. A. With switchmen a scab is the most despicable creature that bears the human form. No pirate that ever scourged the seas under a black flag excited greater abhorrence in the minds of honest tars than a scab arouses in the mind of a Brotherhood switchman and woe betide the wretch, if caught plying his vocation where honest switchmen work. The S. M. A. A. is an order of railway employés deserving of the highest commendation for quick appreciation of the right and its manly defense; and we hope our brothers will give it a helping hand, whenever it can be of service to that order.

The demand for eight hours as a day's work has been made by the workingmen of Buenos Ayres, in the Argentine Republic.

INCREASE OF THE "MISERABLES."

The statistician is coming to the help of statesman and philanthropist, and the showing is anything but complimentary to our civilization. This will be seen by the following from the pen of Prof. R. W. Hume, an occasional correspondent of the *Workmen's Advocate*, who, in discussing the subject of the fearful increase in the number of imbecile persons in the United States during the past thirty years, supplies the following figures, taken from the census of 1880.

	1850	1860	1870	1880
Insane	15,610	24,052	37,423	91,997
Idiotie	15,787	18,930	24,527	76,895
Blind	9,754	12,658	20,320	48,928
Deaf	9,803	12,821	16,205	33,378
Dumb	50,954	68,561	98,675	251,198

From 1850 to 1880 population increased about 112 per cent., while the "miserables" increased during the same period nearly 400 per cent. If the rate of increase between 1870 and 1880 has been maintained between 1880 and 1890, then there will be found in the country 389,356 of these "miserables," and ratios would be about as follows:

1850, 1 to every 460 of population.

1860, 1 to every 456 of population.

1870, 1 to every 408 of population.

1880, 1 to every 195 of population.

1890, 1 to every 150 of population.

Such exhibitions of degeneracy are well calculated to make students industrious in searching for the cause, and Prof. Hume is of the opinion that it is largely owing to vicious laws, or the lack of legislation, calculated to restrain vicious men in their schemes to oppress the poor. The infernalism of monopolies, which reduces wages, blights homes, intensifies anxiety, augments the army of tramps, fills prisons and poor houses, begets physical infirmities and inflicts upon society untold evils, demands remedial legislation, and it will be had, when workingmen unify and federate to establish justice. Till then we may look for a still greater increase of physical and mental infirmities, for over-crowded asylums and prisons, greater activity in criminal courts, and more general demoralization.

SOME one says, in fact the foolish falsehood is ceaselessly going the rounds of the press, that the railroads of the United States cost \$9,000,000,000, when in fact, they did not cost the half of the sum. Of the \$9,000,000,000 at least \$5,000,000,000 is water—a fraud, the largest ever perpetrated since time began. Such a fraud could not exist an hour in any pagan land, only christian civilization permits it. Collecting dividends on \$5,000,000,000 of water, shows the sublimating influences of church and school.

CARNEGIE, says Mr. Enoch Pratt, will not "relinquish a business of \$50,000,000 a year" to become President of the B. & O.

THE wage-earners of New York and New Jersey are struggling for a weekly payment bill. It is one satisfaction, at least, to reflect that Massachusetts has passed that battle.—*Boston Labor Leader*.

The wage-earners of Massachusetts are to be congratulated, and those of New York and New Jersey should be encouraged to continue the struggle for the enactment of a law so eminently wise and just. Manifestly every state in the Union should have a law requiring employers to pay their employes every week.

In thousands of instances landlords require their wage-earning tenants to pay rent in advance, and it is well understood that in the purchase of the necessities of life, there is a difference of at least 5 per cent. between cash and credit, even when credit can be had. To the employer 5 cents may seem a small amount, but to the scantily paid employe it means a loaf of bread, and a loaf of bread every day for 300 working days is not a matter of small consequence.

We have, as we write, in our mind, a concern that employs 700 men, whose average pay is \$1.50 per day, 7 days in the week, or \$7,350 a week. These men are paid once in four weeks, but always with two weeks pay due them. When pay day comes there is due the men \$29,400.

This is withheld, an average of, say, 3½ weeks, and would earn for the employer, at 6 per cent., so withheld, say \$124, and taking the twelve payments made during the year, the employer would pocket, in the way of interest on money withheld from his employes, the snug sum of, say, \$1764—enough for a holiday excursion to a fashionable watering place, or to give to a church and receive the benediction of the "pastor." To broaden this out so as to include all the wage-earners of the country who are required to wait more than a week for their wages, and it will be seen that employers pocket a fortune every day of the year by withholding wages.

The statement goes uncontradicted that out of one hundred invitations sent to the clergymen of Indianapolis to preach sermons on the eight-hour day only two consented to do so. One couldn't see any religion in the subject, and ninety-seven kept silent. Some of the churches, where these silent preachers hold forth, sell out their seats to the highest bidder, and no poor man need apply, and all of them are exempt from taxation. It was thought that some of the preachers might have something to say because the poor Nazarene was a carpenter.

A PHILOSOPHER says, "it is just as easy to tell the truth as it is to tell a lie;" but the trouble is that some people are natural born liars; and, therefore, it is easier for them to lie than to tell the truth. Everything depends upon how a fellow is built.

THOMAS FITCH, Esq., is quoted as saying, at the National Silver Convention, that—

From a steamship to a hairpin, from a cargo of sugar to a spool of cotton, the value of every product of man's skill and industry depends upon the amount of human labor consumed in the production. The apparent debt of this nation is the number of dollars it owes; its real debt is the number of days' labor it will require to earn that number of dollars of debt it owes. Perhaps, as a people, we have not sufficiently considered these elements of political economy, and in our occasional legislation we have been too much inclined to listen to the counsels of bankers, who are supposed—I don't know why—to possess the financial wisdom of the ages, and carry upon their shoulders the credit and prosperity of this nation. I do not know why the Atlas that sustains the weight of the world should be found behind a bank counter. I say that the creditors of wealth, the people who pay the taxes, the people who plow the fields, the people who sustain the armies and bear the burdens of civil government will not be found in the places of the proud nor in the drawing-rooms of fashion. They are hammering at the anvils, they are guiding the ships, they are following the plow, they are smiting the rock, they are toiling in the cotton field, they are busy in the workshops and at the forge.

Such words would do for a gold convention, or a railroad convention, or a church convention, a convention of political economists or philanthropists, or any other convention of men, except, perhaps, Shylocks. They are words fitly spoken, and every one weighs a ton. And yet, in ten thousand instances multiplied, the men who make everything, from a hairpin to a steamship—who hew, and delve, and build, are treated as of less consequence than "dumb, driven cattle." It has been so from the beginning, and will be so to the end, unless workingmen order otherwise. If workingmen, from the bottom to the top,—the workingman at 75 cents a day and the workingman at \$5 a day,—conclude to organize and federate to obtain their just share of the wealth they create, victory will flash along their lines; otherwise defeat will overwhelm them.

THE *Boston Labor Leader* says the vital fact is that the labor question has forced itself into the field of recognition of the pulpit, and this is much when the history of past reform movements is reviewed." Now and then the pulpit exhibits some capacity in the treatment of the "labor question," but as a general proposition the "pulpit" is silent, and necessarily so, for its "weapons are not carnal" and the "strongholds of Satan" which it proposes to demolish are not trusts, syndicates and other robber devices whose barons are all too often the pillars of the church.

The last Congress, the 50th, sat 411 days, and Congressmen received \$10,000 each, or more than \$24 a day for each day of service, and yet some of them complain of poor pay.

IN Denver a horseshoer works ten hours a day except Saturday, when he works nine hours. He must not work for less than \$3 a day.

WE have on our table the *U. P. E. Magazine* for July, from which we take the following:

On June 25 and 26 at Denver, the Denver Lodges of the Brotherhood of Firemen held a union federation meeting, at which there were representatives from Firemen's Lodges throughout the West, the Brotherhood of Trainmen, Brotherhood Conductors, Brotherhood Engineers and the Knights of Labor railroad employes assemblies.

G. W. Howard, Chief of the Conductors' Brotherhood, Frank Sweeney, Chief of the Switchmen, E. V. Debs, Grand Secretary of the Firemen, were also present. The various proposed details of practical federation were thrashed out with profit to all. It being a representative meeting of the rank and file, they had a chance to have their say, and said it.

The meeting was simply instructive in its nature. No definite action being taken, but great good in bringing railroad employes closer together and to understand each other was accomplished. The "war" that has been on for some months between this *Magazine* and the *Firemen's Magazine* over the federation question was declared off. Bro. Debs in shaking hands with me, stated that he believed now that there was much in the details of practical federation that can be discussed with profit.

Our Brother federalists, Curtis and Carter, from Taylor, Texas, were in attendance, and did good work. They are true blue.

On Thursday the representatives to the meeting and friends enjoyed an excursion over the "loop" tendered by the Union Pacific Company. As a result of a number of representatives getting together on Friday, a photograph of a group of seven, entitled "Federation", was taken. The group were Hynes, Brundage, Curtis, Carter and Debs, of the Firemen's Brotherhood, Vroman of the Locomotive Engineers, and Corbin of the K. of L.

We transfer the foregoing to the columns of the *Magazine* with pleasure. It is not required to read between the lines to see that the Denver Union meeting re-established relations of amity and good will—that every line of divergence, if not totally obliterated, the high way to the success of railroad employes was made more luminous, and that the army of toilers, whose fate it is to walk therein are friends, pledged to do all things within the scope of their power and influence to better their condition. Brother Corbin, editor of the *U. P. E. Magazine*, like all the rest of us "poor wanderers of a stormy day," is human, but such a human as can forget and forgive, a trait of character which above all things makes all the world akin.

THE Indianapolis *Journal* says that a general manager who has always been very successful in operating roads, remarked that he owed his success largely to the men he had under him. In employing men the salary was secondary, the competency of the man and his willingness to work were his criterions of men in all departments. He was to-day paying salaries to certain officials considerably above the usual average in such positions, but the men earned every dollar of their salary, and he would pay them more rather than lose them. Such statements read like fiction; but truth, sometimes, is stranger than fiction. Whoever the general manager may be, he is possessed of tons of common sense.

THE Philadelphia *Press* is evidently in favor of the State owning the railways. says:

Victoria is an Australian colony with the size of the population of Kansas in 1880, or an area of 87 square miles and a population of 1,000,000.

But instead of letting corporations build the roads and giving land away to get them to do it, Victoria has kept its land and built its own railroads. The result is that this thriving little community about 1,000,000 souls, or the population of Philadelphia, had last year an income of \$41,000,000; and this sum \$16,500,000 was in the shape of profits on State railroads. Seven years ago the income of the railroads was only \$9,000,000; in 1886-8 it was \$265,000, and for the year just closed it has gone up nearly double the income of seven years ago, and no one can build roads but the State, and the State is an enterprising builder and a good manager, profits on the railroads will in time pay all the expenses of the Government. In addition Victoria only owns the post-office as the people do here, all the express business, and all the telegraph business, and the profit on these for this wise, thrifty State last year was \$2,140,000.

Victoria has a heavy debt of \$165,596,000, but but \$5,500,000 was incurred for railroads and works, which pay a heavy profit, taxpayers feel erably happy over it, and the remaining \$160,000,000 went into school buildings, which pay a profit their way, too. As all the horse-car lines are owned by the people also, the cities in Victoria get more profit from them the bigger they get, and the tax-payer again finds that it pays to own the means of communication, even if he has to pay a debt for them.

The natural result is that the surplus last year \$4,400,000, the revenue outrunning estimates by \$1,400,000. In the year just coming it will be \$5,000,000, and the "budget speech" of the Minister of Finance was principally taken up with telling of the direct and indirect taxes that could be repealed.

There are those in the United States who are anxious for the "Government" to take over the railways, telegraph, etc. They want government to be paternal and for free to be everlastingly looking to the government for help of some sort. It is the Russian, not American.

SOME one who had arrived at the conclusion that the human family is governed by selfishness, pens the following:

The world doesn't care for your woes,
Oh, no!

Not a bit!
The man who is wise never shows
His foe

That he's hit.
Every one of your neighbors has griefs of his
He greatly prefers to let your griefs alone.
And he doesn't at all enjoy hearing you groan.
So take warning and quit.

Things have been going on that way since the flood, and previous to that catastrophe we are inclined to the opinion that was, if possible, more of a hog than stork occurred.

Just now, however, things are taking a new shape. Men who have been "hiding" are preparing to strike back. There are many people who don't relish the "groans," they will have to hear them, until the silenced by the victor's shout.

WHEN a workingman strikes in Russia, the Czar finds employment for him in the army. It is the autocrat's idea of Nationalism.

President Gompers, of the American Federation of Labor, has issued the following circular under date of July 2d, viz:

TO THE WAGE-WORKERS OF ALL COUNTRIES:

COMRADES—Recognizing the identity of interests of the wage-workers of the world, the great bond of interest and sympathy which should prevail in the hearts and minds of all toilers, and inasmuch as the government of the United States of America has decided to hold an International Exhibition in the city of Chicago in 1893, in celebration of the 400th anniversary of the discovery of America, and being desirous of further cementing the friendly feeling and the necessary unity of action and concentration of thought for an amelioration in the condition and final emancipation of the toiling masses, I take pleasure in notifying you that an International Labor Congress will be held in the city of Chicago during the time of the exhibition.

The object in holding the convention is to formulate and discuss the very many questions affecting our interests and to give a greater impetus to the cause of progress and civilization, and to make known to the world by our unalterable determination, that we insist upon being larger sharers in the world's progress.

We extend to you a kind and fraternal invitation to attend this International Labor Congress, and we appeal to you to hold no other International Labor Congress in any other country during 1893.

It is our intention to have the Congress in a position to discuss the question of labor from a broad and liberal standpoint, embracing as wide a scope of economic thought as the world itself.

A temporary Executive Committee, consisting of two from each country and five from America, will be appointed in a short time to act until conventions are held.

When each National Industrial Congress shall meet, we ask them to appoint a committee of two to act as a Permanent Executive Committee on behalf of their country. In the United States each National Trade or Labor Union is requested to appoint one at their respective conventions, or if conventions are not held in time, the Executive officers (if they have the power) are requested to appoint their delegate.

Permit me to assure the organized workmen of the world that everything will be done within our power to make their stay in America both pleasant and interesting, and our Congress a credit to the great cause we have the honor to represent.

The details of arrangements will be communicated to you from time to time.

Address all communications to

Yours Fraternally,

Sam'l Gompers, President.

By order of the American Federation of Labor, 21 Clinton Place, New York City.

THE Sunday rest movement is all right, it is a grand reform, and sooner or later it is bound to conquer. It will be sooner if the gentlemen who are engineering it get rid of the hoodoos. Professional Sunday rest men are like professional labor agitators, the people catch on to them and when they do it retards the whole movement.—*Exchange.*

We regret that we do not know the name of the *nincompoop* who wrote the foregoing, but it is safe to say he is one of the gilded gang who work and write for Chinese wages in the United States. The men who demand better conditions for American workmen are denounced by corporations and a hireling press as professional labor agitators. When agitation ceases we shall have stagnation and degradation.

LINDALE is a suburb of Cleveland, about six miles distant, and is the place selected for the erection of shops and roundhouses for the Big Four at a cost of \$200,000.

THE attitude of the National Builders' Association on the eight-hour movement may be inferred by the following proposition submitted by the Boston delegation to the convention which was held in St. Paul in January last:

Recognizing the agitation for shorter hours of labor than those now prevailing, the National Association of Builders, in convention assembled, declares that as a central body, representing so many different constituents, it is not competent or proper for it to define a certain number of hours for the building trades generally to adopt, but that it should be left to the local bodies to adjust the number of hours of labor as the circumstances and condition by which they are surrounded may dictate; but we do believe that this body should persistently urge upon all local bodies that the thorough establishment of the system of payment by the hour is an absolutely necessary safeguard, and they should earnestly labor to secure the establishment of the system.

Manifestly, in one way or another, the eight-hour day is to be established, if the workmen of America so will it.

A FIRST-CLASS passenger train of five cars and a locomotive as it stands upon the track represents about \$75,000. Put, say 200 people in it, and let it go at the rate of forty miles an hour and then try to estimate the weight of responsibility upon the men who have it in charge. Having done this, it is in order to determine if it is right to underpay the men or reduce them to serfs *a la* Austin Corbin and men of his ilk?

THE Rock Island Railroad officials recently issued the following circular:

Persons known to be in the habit of becoming intoxicated must not be taken into the service of this company. Station agents, yard, train and engine men, telegraph operators, clerks and others who are known to frequent drinking places should be warned that they must stop it at once if they desire to remain in the service of this company. If known to be intoxicated either on or off duty they will be discharged. No person discharged for intoxication shall be re-employed.

SOME one has discovered that one day in the moon is equal to fourteen days on the earth. There are men on the earth, who, were they conducting business in the moon, would make their men work the entire 336 hours.

A RAILROAD train has been known to travel 92 miles in 93 minutes, and one mile in 46 seconds, and still the cry is "more speed."

A SCOTCHMAN by the name of McBean has purchased 50,000 acres of land in Wyoming, and will lay out a town and call it Beانبurg. To this, it is said, Boston objects.

THE number of people who ride on the New York elevated railways in a year is equal to eighty-five times the population of the city.

IN PASSING through the Hoosac tunnel—4½ miles long—it is usual for conductors to to cry out, "Choose your partners.

WHY not look facts squarely in the face? The labor agitation in America, and the world over, will increase. It will not be suppressed. Suppression means danger. Suppression means violent explosion. Education means agitation. It is hoped that agitation may find relief in safe development. Education has gone too far. It is no longer possible to keep the masses from thinking and learning. With thought and learning comes dissatisfaction with present conditions. That dissatisfaction will increase with greater education. It is foolish to shut our eyes against stubborn facts. There is unrest with the world's toilers. This unrest is not confined to the toilers of America. It is as broad as the world. It has been growing for several years. Labor troubles and strikes will not decrease in number, but they will increase, the railway service in America alone excepted. This exception will be due wholly to the federation or consolidation of all classes of employes. —*Railway Service Gazette.*

With the wonderful strides made in education in the United States, with school houses on every hill and in every vale; with libraries multiplying, and the press throwing off sheets by the million, how does it happen that such an enlightened gentleman as P. M. Arthur opposes federation, and is doing all in his power to keep the great Brotherhood, of which he is Grand Chief, from federating with other organizations?

SOMETHING more than twenty centuries ago a band of Gauls accidentally discovered that the ashes of burnt beech wood mixed with goats fat produced a substance which mixed with water would remove dirt from their bodies. Then the world began to wash. Now there is enough soap annually manufactured to cover the world with lather six inches deep. Notwithstanding soap is so abundant and cheap and water so plentiful there is not enough of these materials to cleanse such filthy monsters as Austin Corbin and Bonzano. Possibly fire could make them presentable. Let the devil try it on.

News comes from Italy, the land of the "Dagoes," that in some parts of the Kingdom food is so scarce that the officials are required to bury animals that die of disease at night to prevent the famishing poor from eating them, and at the same time comes the information that King Humbert's table is entirely spread with hammered gold-plate service, which is used every day. Gods! but it is a pretty picture.

"BLIND JOHNNY," a Philadelphia beggar is worth \$20,000. He begs in four cities—Chicago, Washington, Baltimore and Philadelphia. He should be called the "Big Four Beggar"—the B. F. B.

H. S. IVES, the "Young Napoleon of Finance," is out of prison and thinks of coming West to engage in business. Those having railroads not properly anchored should be on guard.

THOSE who want to railroad it above the clouds should do the Marshall pass on the Denver & Rio Grande, 10,852 feet high—292 feet more than two miles heavenward.

CORBIN.

The cable never flashed from Europe more triumphant announcement than that Austin Corbin, the heartless tyrant of the Philadelphia and Reading, had been required to retire—not only from the presidency of the system, but from the director of the corporation. It would not let the announcement come by mail, ocean steamers. Steam was too slow, or electricity was equal to the occasion. The *Magazine* felicitates itself. We have in the first sized up Corbin, and as certain sized up men who would abrogate the high prerogatives to accept subjugation at his hands, crawl in his presence and the presence of his Dago Bonzo shave and button, as might please the will of a Yankee, who concluded that America was Russia, and that he could play czar. He had demonstrated that he was such a knave, such a monstrosity of perfidy, such a disgusting abortion of greed and guilt, that even European millionaires, would not tolerate him, and Austin Corbin, with his dividends of fraud and perjury, is as loathsome as a flea that fattens in the of a mangy dog.

We are under obligations to Hon. Edw. A. Mosely for a copy of the proceedings, the second annual National Convention Railroad Commissioners, held in Washington, D. C., May 28th and 29th, 1890. During the meeting a number of important subjects were discussed, the object being as stated by Judge Cooley in his address, bringing about a uniformity of legislation relating to railroad affairs.

It affords us special satisfaction to read Vice President and General Manager J. Williams, of the Vandavia. He promptly adjusted the grievances of engineers and firemen on his system and now firemen receive 55 per cent. of the pay of engineers and everything is happy.

It is said of Bismarck that in his private capacity he carries on the business of tiller, papermaker and farmer, and has recently added that of brickmaker. He has established a large brickyard near Lauenburg, where a fine bed of clay exists.

We see it stated that there are 208 railroad bridges in the United States, total length of which is 3,213 miles. They were all good bridges firemen would be satisfied.

He, Wheaton, "has repeatedly sold the interests of the members of the Order so says Daniels. Did he always deliver goods?

THE *Railway Service Gazette* is very kind when it says:

The speech of Hon. E. V. Debs at the late union meeting at Denver is highly complimented. Mr. Debs is an able writer and speaker, and is consequently an able thinker. And most of all, he is a royal, good fellow. His heart is in the right place. They all say that. In connection with the Federation plan, he has done a noble work for the railway service. Whatever may be the future of Federation, it has already brought about a world of good.

When Brother Leflet's rose tree blooms on our side of the wall, we must be pardoned if we pluck a flower for our columns.

Six or seven years ago Walter Lackey, secretary and treasurer of the Passenger Conductors' Association of the United States, predicted that C. S. Wheaton and W. P. Daniels would sooner or later break up the Order of Railway Conductors. That prediction has come true. The Order is now split in twain, and is rapidly disintegrating.—*Railway Service Gazette*.

The Order of Railway Conductors, independent of Wheaton and Daniels, contained in itself the seeds of death. It was bound to die. It was an organization of workmen, but it framed laws which afforded these men no protection when their rights were assailed and cloven down. It was anti-American and was as certain to go, as a haystack in the pathway of a cyclone.

THE *Railway Conductors' Journal*, now that Austin Corbin no longer controls the P. & R., sits down on the pirate by saying that "those who weep over the retirement of Mr. Corbin will be very few and far between." When Corbin was in power the *Journal* kept silent, just as it did in regard to Wheaton's record. Kicking dead dogs is never engaged in by valiant men.

Literary Notices.

The *Nationalist* for July is, if possible, more than ordinarily interesting and "breezy." The article on "Child Labor in Pennsylvania" ought to have a wide reading. The writer, among other things, says: "The woes of the mine workers have often been told, but there has been hardly a word about the little toilers, and yet the blackest blot upon Pennsylvania's fair name, and upon that of Philadelphia, her greatest city, and the greatest textile center of the United States, is the slavery of the little toilers of the mills."

The *Monthly Journal* of the National Association of Machinists, for June is on our table and we notice that T. W. Talbot, G. M. M., has resigned and that Grand Foreman, J. J. Creamer, of Richmond, Va., takes his place. The order is prosperous and steadily increasing in members.

The *Journal* of the Franklin Institute, of Philadelphia, for July, is on our table, containing a well written memoir of Dr. Thomas P. Jones, who, as far back as 1826, became the editor and publisher of the *Journal*. The Franklin Institute, "devoted to science and the mechanic arts," has an important mission, and is accomplishing good.

The *Arena*, for July, has come to hand, containing an article on the "race problem," from the pen of Senator Wade Hampton, of South Carolina. This one article is many times worth the price of the magazine. As the months go by, the "race problem" is certain to arouse intense interest, and its solution is fraught with anxieties bordering upon despair.

MIDSUMMER MUSINGS.

'Tis a subject my muse is in search of, and when she obtains it, I'll have a set-to with my pen, If the words will but follow to clothe my ideas, Now chasing each other with fluency free as Molasses in winter, when zero is here, A place he resorts for four months in the year— But, avast! as a sailor would say, for the hum Of mosquitoes proclaims broiling summer has come.

Yes, July, ever glorious for those who can sneeze By the sea shore enjoying the salt laden breeze Is upon us, to melt us like boarding house slush. Which the waiter calls butter, without any blush On her face as we view it while telling the lie In her coolest of manner in burning July: Dreary winter has fled, with its flanges and plows, And we have in its stead beaded drops on our brows.

What a beautiful time to recline in the shade Of a canopied bower, some leaf trolleed glade By the side of old ocean, this blistering weather— Would you like, Mrs. Bloom, if we two were together Our lyres attuned to the roll of the swell, Coming in to our feet, bearing many a shell, Full of symphonies stored, to inspire us to sing, Free of care in our hearts and our thoughts on the wing?

Let enthusiasts boast of the joys of champagne, And the great inspiration it sends to the brain, But I think when two hearts which are throbbing as one, With their owners concealed from the glare of the sun Neath the shade of a maple, longside of the sea, When sweet song birds are matting above in the tree, There's a chance to discount an old tippler's delight, Mrs. Bloom don't you think your admirer is right?

Where is Sargent? Dear Frank, if you chance to peruse This effusion of doggerel, flung from my muse, Let your fancy run back to that mem'able day When you said from my phiz the two bulls ran away. At Elmira, last winter, I reckon, dear Frank, You had cause to regret such a heathenish prank; All your superfine plumage and exquisite airs Were collapsed as my thrust on the Rathben House stairs.

Where is Hannahan now? About six months have fled Since I heard from the rogue, but I know he's not dead; For good eating and drinking don't kill at his age, And that boy hasn't got to the lunacy stage Of his life, where excesses run off with his brains, And prostrate him a victim of gluttonous pains. Oh, no! Jack is cute, just the sort of a man That will fight off the gout just as long as he can.

Don't you think, my dear Debs, it is nigh about time To set brakes on this go-as-you-please sort of rhyme? Many readers will laugh with ironical sneers And sweet "Kate of Missoula" fling venomous jeers At such trash as I'm writing (.) Dear Kittie, you're cruel; Sure, I owe you a stare from my pen, my dear jewel: You will get it as sure as there's impudence bred About six inches deep in your ignorant head.

Shandy Maguire.

The Matchless Metal Polish Co.

Among the growing industries of the times the Matchless Metal Polish Co. is deserving of special mention. Its success is due entirely to the superior quality of its goods. As evidence of this, it is only required to state that 12,000 boxes of the Matchless Metal Polish have recently been delivered to the government. Large shipments are being made to England, Australia and other foreign countries and the demand is constantly increasing. The company is to be congratulated upon the success it has achieved as well as upon its promising outlook for the future.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month.

The "Fly Man."

MR. EDITOR:

The "Fly man" is generally a young engineer, in fact he is invariably a young man because if it so happens that he holds his job long enough to be classed as an old man, he loves his "flyness;" there is always hope for him because there is bound to come a time in his experience when he trades away a lot of his "flyness" for sense, and when that time comes he is an Al man, for the reason that there is always an element of dash and daring in his character that impels him to take chances that less daring men would hesitate about until too late. This element of daring, when directed by sense and judgment, instead of "flyness" is a valuable quality in the make-up of an engineer, and the "fly man" has lots of it, but while he remains "fly" he is one of the "Fire-bro's" greatest "Jonahs." He has an idea that he can pull a train of box cars just a little bit faster than any other man on the road and is continually trying to demonstrate the truth of his idea. To hear him talk one would suppose that the company could not carry on business without him and that his resignation would cause a panic among the directors or make a difference of a few points in the quotations of the stock market. He does considerable of his railroading in the engine house, and is always ready with a story of how he pulled a full train from X to Y last trip with the "312" in just a few seconds less than no time at all and is willing to bet that he can get more speed out of the "old girl" than any man that ever run her. The card is always too slow for him, and he is in his element when he leaves a couple of hours late so he can get a chance to run 'em. He is always willing to take a car or two more than a full train just to show the "con." what he and the old "312" can do. The "con." comes to him while he is rolling around at H and tells him he'll have to head in here as he can't get any orders against the "cannon ball." He looks at his watch and tells the "con." he don't need any orders, fourteen minutes is time enough to get over to "J" and while he is talking he is getting them to going. The "con." gets on the engine with him and tells him Johnson that runs the "310" wouldn't go on sixteen minutes last trip, and advises him to lay back but he calls Johnson an old grandma and says "you bet the '312' can get there in fourteen minutes." He calls out to the fireboy, "keep her hot now Johnnie, I've got to nail her," and then "WHIZ, BANG!" the lever goes down toward the corner and the throttle goes out in the tank and the struggle begins. He makes it by the skin of his teeth—he just gets into clear nicely when the "cannon ball" goes whizzing by, and then has to lay there 30 minutes as there is no possibility of getting over to "J" in time to clear the "limited." If he had laid back at H for the "cannon ball" he would have had 22 minutes to get from "H" to "J" for the "limited" and been just exactly as far ahead, but then there wouldn't have been anything "fly" about that. I'll have to tell a little story about a trick served by a fireman of my acquaintance on one of those "flymen." The fireman (I'll call him Joe) was one of those dry, easy-going fellows that never get rattled at anything; he was firing for a first-class man and appreciated the fact, but his mate laid off one trip and a "flyman" was sent out in his place; everything went on very well until they came to a pretty stiff grade, here was a good place for the "flyman" to prove that he could run a train up hill just as fast as the train could run him down hill. He tried to prove it,

but stalled on the hill with 80 pounds of steam. After they stalled the "flyman" looked over at Joe and said "what's the matter with her Joe, won't she steam?" Joe looked at the gauge with apparent surprise and drawled out, "well, now that's too bad I was firing her just the same as I always do for Joe and I never thought to look at the gauge." I don't suppose there is any use in looking forward to a tin when there won't be any "flymen" as we are bound to have them like the poor, "always with us," but we can console ourselves with the reflection they are long distance ahead of the Hogs, because the last never lose their rind.

Vocum

PADUCAH, KY., July 11th, 1898

That the calling of locomotive engineers is a hazardous, has been forcibly demonstrated in many parts of the United States in the past few weeks; the many accidents recorded, perhaps no one death has caused more deep and sincere sorrow than that of Brother G. T. Perkins, of Plain C. Lodge, No. 238, B. of L. F. He was engineer of engine 600 on the N. N. & M. V. R. R. and at Kerd, Tenn., twenty miles east of Memphis, on June 1890, about 7 o'clock A. M., his engine was thrown from the track, caused by running over stock, which could not be avoided, as it was "down grade." The heavy freight trains running 16 or eighteen miles per hour. The engine and several cars were wrecked, and Brother Perkins crushed under the cars and instantly killed. Mr. R. R. Marshall, fireman, died of his injuries about seven hours after. Brother Perkins was a young man, and had only been promoted to the position of engineer a few months previous to his death. By close and earnest attention to his work, and the faithful, steady performance of the same, he had gained this responsible position, true and earnest christian, in an unostentatious way that compelled respect and esteem, he was sadly missed in the Sunday school here.

"Where once his voice was heard,
So earnest in his Master's cause,
Each youthful heart was stirred."

Before he had belonged to our lodge six months his noble qualities of head and heart had been recognized and he was unanimously elected to one of the most important offices in the gift of the Lodge. Faithfully did he perform his duties, always willing and ready to help to advance the cause of the Order and to better the condition of railway men. A Latin proverb "Say nothing but good of the dead can truthfully be changed in this case, to "Nothing but good can be said of the dead." His life was gentle and the elements so mixed in him that nature might stand up and say to all the world, *He was a man.*

Memorial

NICKERSON, KANSAS, July 1st, 1898

Editor Firemen's Magazine:

Reno Lodge, No. 258, is increasing in membership and the goat and enjoyed the exercise. Business is good on the road here that the boys are prevented from attending the meetings of the Lodge as regularly as the desire. Speaking of federation, I believe I voice the sentiments of the members of the Lodge, when I say that we fully indorse your federation, first, last and all the time, as also action taken by our Grand Officers in the formation of the plan of federation as adopted by the Supreme Council in Chicago, June 6th, 1899.

Your correspondent had the pleasure of attending a Union meeting held at Denver June 25th and which afforded him great pleasure in many respects. We saw the champions of system federation as practiced on the U. P. system and listened to all the arguments. We also heard the Editor of the *Firemen's Magazine* discuss federation, as established by the Supreme Council, and do not hesitate to say that when the meeting adjourned, the prevailing sentiment was in accord with the plan of federation put in operation by the Supreme Council.

The meeting, I am satisfied, accomplished a great deal of good, and its good effects will be felt by the Order generally. I will now close with the purpose of coming again.

Sticks

A TOAST.

TO MR. AND MRS. "THEO."

Here's hoping your life will be ever as bright—
As your eyes.
The morning your soul had seen with delight—
The nuptial ties.
Like a piece of the dawn shaken out from the skies.
Fill again to the sweet thrills of your heart—
In its joy.
When deep in its purest and tenderest part—
Came a Toy.
With a love like the silence of night and a
Nightingale's joy.

Tim Fagan.

THE MISER AND HIS HOARD.

The turret clock had struck the midnight hour,
And o'er the place a solemn stillness reigned.
The owl had sought the old, dismantled tower,
In solitude to watch the moon that waned.
In lone garret by a dim rush light,
There sat a man the very wreck of self;
His spectral form a churchyard might affright:
Let his huge table groaned beneath his pelf.
Gold was his God, his life, his very soul,
Else on earth to him was valueless;
Then gold he saw he could not self control,
Apprehended mind he seemed then to possess.
His eyeballs glared with ecstasy of joy,
And each vein thrilled and looked as if 'twould burst—
"I'm rich," he cried, "none can my hopes destroy.
I gold I've won—let man now do his worst."
He room he paced with all a miser's pride;
At once a mighty change come o'er his head,
As death's fell dart had pierced him in the side,
He gold was there the wretched man was dead.
E. L. B. L.

MONTREAL, CAN.

NOTHING TO DO.

Miss Mollina McMoran was hearty and hale,
Yet wished to be slender and languid and pale;
She defrauded her stomach of what was its due
And cheated her muscles of exercise too.
She dipped in the goblet her fingers rare
And wiped the tip ends with a delicate air
Then crossed her white hands on her hoop bespread
lap
Too inert to converse, too vain for to nap
For still was her aim in attracting the view
To convince all beholders she'd nothing to do
Miss Celestia Tity Mackeral would dandle all day
Over crochet and worsted or novel and play.
She sorted her shades with an accurate eye
But let her poor mother's wan features pass by
Who worn half to death with her family care
Found nothing like help from her daughter and
beir.
The getting of dinner, the toll and the stir
Of such vulgar pursuits were disgusting to her,
And thus to her nondescript creed she was true
The mother might fall, but she'd nothing to do.
Oh young men, my masters, who dream with delight
Of a home of your own which no discord can
blight
Where are roses of Eden from fading exempt
And an Eve whom no contraband apple can
tempt
Where the wheels of good order like clock work
shall move
And babies well trained bring an ocean of love
Where prudence with smiles of endearment shall
glow,
I'd fain sound a trumpet and bid you beware
Of quicksand beneath though the surface seem
fair
Avoild like the Upas with poisonous dew
Those exquisite ladies who've nothing to do.
Lindsey, Ont.

A Fireman's Sister.

MR. EDITOR:—When I called the attention of our members to the necessity of revising the compulsory feature of our insurance laws, I anticipated opposition; no such radical change was ever attempted yet but what there were many who took opposite views of the question at issue, and that this is no exception to the rule is proven by "Satisfacere," in the July *Magazine*.

Our worthy brother commences by stating: "I consider our insurance the grandest and very best I know of." But he failed to state his reasons for so thinking, also to how many insurance institutions his knowledge extends.

Now, if Bro. "S." was a sage or a philosopher, we would doubtless accept his belief as an assured fact; but as he is comparatively unknown, according to his own statements, he will kindly pardon the apparent irreverence of the brothers who refuse to accept his belief on this subject as higher authority than the facts stated by "Newcomer."

This is followed by an evasion. "Our friend emphatically says our Order is not conducted in accordance with our motto. I claim he is wrong in that particular if nothing else."

I emphatically reiterate my assertion that our Order is not conducted in accord with our motto, Protection, which means that we will be protected against any injustice which may be practiced upon us; this protection is the principal component part of our Order and every brother knows it.

Also that protection, or guarding the interests of labor is not the principal aim of the Order at present; but rather the maintenance of an insurance association, and our motto is silent on insurance, and if "S." will kindly point out where I am wrong I will esteem it a personal favor.

He next claims that insurance fostered at the expense of labor is cheaper than that controlled and maintained by capital.

While our quarterly assessment may be low in comparison with that charged by a capitalistic concern, yet when we look into the fact that we are paying for it in brotherhood stock, that we are ruining the brotherhood to preserve our purses, we must admit that it is very costly indeed.

Further down comes an inquiry: "In the name of common sense who are the strangers and who are the members that received the 12 per cent?" The heirs of deceased brothers are the strangers, and while they may be very dear to some one particular brother, they are beyond doubt strangers to our brotherhood. "S."s family doubtless is very interesting to him and therefore he thinks every brother is interested in them, when he ought to know that the majority of the members are unaware of their existence. He argues from a personal standpoint while I am arguing from a brotherhood standpoint. It is simply a business transaction; for the sum of \$5.75 per quarter we guarantee to pay to any person or set of persons that "S." may designate, the sum total of \$1,500.00 in the event of his demise. For a list of the members who received the 12 per cent. I would refer him to the assessment notices in the Grand Lodge columns of the *Magazine* for the past fifteen months for the benefit of totally disabled brothers. "S." then follows with an assertion that "when a fellow-employed does not care to associate with me or help me in misfortune, etc." Who are you referring to or what connection or sense has this with the points involved in our little controversy Bro. "S."?

Please elucidate, for the vision of sense peeping out from those lines is so dim as to require a microscope to discover it.

"S." states that "I pay my \$5.75 per quarter and feel perfectly insured and believe all my associate members feel the same way." He nullifies this statement in the following lines when he asserts: "If our insurance were not compulsory I imagine perhaps one-third of us would insure."

Now if "S." contradicts himself like this and changes his belief in the brief space of time necessary to write a single paragraph, how can he expect that we can receive his advice at all, not to think of framing laws on it that will last for years.

The last argument I have quoted is no argument at all, in my estimation, for I consider it a piece of presumption for one-third of our Order to arbitrarily

dictate whether the other two-thirds shall insure or not, and as a representative of the two-thirds I claim we have sufficient intelligence to determine the amount of insurance we wish to carry, and what organization we wish to carry it in, and beg leave to inform "S." and his one-third that while we appreciate their disinterested kindness, it is wholly unnecessary.

How the knowledge that my heirs would receive \$1,500 in the event of my death would alleviate my distress in my hour of sickness or misfortune is something I cannot comprehend; and that is about the only benefit I or any other brother would receive under our present insurance system.

I dispute the claim that any locomotive fireman who earns \$35 a month can support a family on an insurance policy, and our Order at the same time. He might do it in Michigan; perhaps the cost of living is cheaper there than in Chicago or any other large city, but he can't do it in a large city or railroad town and support his title of an honest man.

"S." disputes my definition of protection, viz.—against the oppression of organized capital. He holds: "No, far from it; protection against misfortune, sickness, disability, and in the end against the wolf that may chance to come howling at the door of our dear ones."

Now I believe Bro. "S." is mistaken. Previous to the Philadelphia convention the B. of L. F. was not a labor organization, and its motto was silent on protection. It was simply an excellent benevolent institution, and when the convention resolved to protect the labor interests of our members, it adopted protection as its motto to denote the fact and not as an advertisement of the merits of our insurance. Here is where the Philadelphia delegates erred. They changed the aims and enlarged the scope of the Order, but didn't reverse the laws that embraced those interests. Those laws are excellent for a benevolent institution, but it is all at the expense of labor.

I believe labor ought to have precedence, because every member employed as an engine-man wishes to be protected, and only a few of our members wish to be insured, one-third "satisfac" believes. This, I think, is rather a low estimate, but it serves to illustrate how the tail wags the dog.

"S." believes in letting labor take care of itself and working for \$35 a month, and then when he dies the Brotherhood will take care of his "dear ones." This is where I differ with "S." I believe in promoting the interests of labor first, and then we will receive fair wages; and it will not be necessary for us to die before our "dear ones" will get a square meal.

"S." makes a lame defense of our method of expelling members for non-payment of dues and assessments. He claims they are too penurious or selfish to pay their assessments. How does he know what motives actuated those men in refusing to support an insurance association? Is he a mind-reader or a prophet, and can he read the stars? or how does he obtain his information when he never saw or spoke to nine-tenths of them?

Even if his statements are true, if those men were too penurious to support our insurance department, is that any reason why they should be deprived of membership in a labor organization?

What connection or interdependence has our Brotherhood with this insurance institution? Are the B. of L. F. and this insurance institution created on the same plan as the Siamese twins?

What invisible ligament of flesh or facts connects them together? Is the happiness of one dependent on the prosperity of the other? Is it impossible for one to die without the other perishing? I believe not. I believe it is a ligament of fancy existing only in the inflated imagination of a few members, and the sooner we dissipate this fancy and divorce them the better.

Now, after attacking our present insurance plan, and Bro. "S." allow me to offer or suggest a new one. First, reduce our insurance to \$500 a policy. Second, allow a member to carry one or more, according to his means. Third, make this first one payable on total disability, so some benefit will accrue to a single member, something that will benefit our brothers and not all for strangers; and fourth,

conduct our labor organization and insurance as two different institutions. In justice to those candidates who are already sufficiently insured in some benevolent institution and wish to join us for protection; in justice to those who have no family to insure for; and last, for those members who don't wish to carry an insurance policy, regardless of what their motives may be.

I sincerely trust the delegates will take these facts into consideration and revise our insurance laws on a basis of equity and justice to all. *Newcomer.*

DERRY, PA., July 7th, 1890.

MR. EDITOR: Since I have been a member of Chestnut Ridge Lodge, No. 310, I have never seen anything from that lodge in the *Magazine*, so I will write a few lines to tell the boys of a trip I took to Illinois. I started for Illinois about the middle of June. I left Pittsburgh one night and the next morning I found myself in Columbus where I stopped a while and in looking around there I got acquainted with a few of the boys of No. 9, and among them was a B. of L. E. man who runs on the Scioto Valley, of the name of Thomas Jimby, but the boys called him "Spott." This man was one of the best friends I met while on my trip; he took me home with him and treated me the very best he could. On leaving Columbus I went to Indianapolis stopping at Bradford Junction a short time. I liked the city of Indianapolis very much. The Union Depot put me in mind of the one at Columbus, as the trains go straight through. From Indianapolis I went over the I. & V. road to Vincennes, a town on the Wabash river and the O. & M. road; here I took the O. & M. and went to Claremont, Ill., a small town on the O. & M. line where my parents live. On my return I went over the P. D. & E. to Mattoon. From Mattoon I came over the I. & St. L. to Indianapolis passing through Terre Haute. On reaching Indianapolis I came straight to Pittsburgh over the Panhandle road, stopping at Columbus a short time. I found the B. of L. F. much stronger through Indiana and Illinois than it is here. Most all the boys I met talked about federation and especially on the O. & M. road. I also found railroading much nicer on the roads I was over than it is on the P. R. R. because they have smaller engines, smaller trains and make shorter days and more money. I think it will do any railroad man good to go away from his road and see the difference there is in railroading. I am a fireman on the P. R. R. from Derry to Altoona, over the mountains. I will say in conclusion that No. 310 will "get there bye and bye," five applications on hand and more expected.

A Fireman.

PADUCAH, KY., July 10th, 1890.

MR. EDITOR:

Plain City Lodge, No. 238, B. of L. F., gave its fifth annual picnic and dance at Fountain Park, Paducah, Ky., June 19th, 1890. To say that it was a success, is putting it very mildly. There was an immense crowd, and all seemed to enjoy themselves hugely. Dancing was kept up till about 1 o'clock a. m., and as the weather was very warm, the "good people" must have been pleased or they would not have "tripped the light fantastic" till that time. More than half the members of the Lodge were there, and the very best of order prevailed. No intoxicating liquor, and a strictly temperance crowd, were the main features of the occasion. The General Superintendent, General Passenger Agent, Master Mechanic, and Round House Foreman, of the N. N. & M. V. R. R., are held in very high esteem by "the boys" for the many generous favors extended by them. Their kindness will long be remembered. The Paducah *Daily News*, June 20th, says: "The picnic and dance given by the Brotherhood of Locomotive Firemen at the park last evening was well attended, nearly a thousand people being present. The dance hall was crowded throughout the evening and everything was as merry as 'two' marriage bells. The committee are very much pleased with the success of the affair and feel satisfied that the good people treated them right. There never was a more pleasant affair in Paducah." 238.

COLUMBUS, O., May 25, 1890.

Editor Firemen's Magazine:

On May 14th the nineteenth annual ball of Franklin Lodge was held in City Hall, and was a brilliant success. The *Ohio State Journal* refers to the occasion by saying that a very pleasant time was had at the thirteenth annual ball of Franklin Lodge, No. 9, of the Brotherhood of Locomotive Firemen at the City Hall last evening. The Lodge has sustained a wide reputation for its annual hops and the thirteenth, though a proverbially unlucky number, was not less successful in every respect than a majority of those given in preceding years. There is no class of men in the railroad service more generally esteemed for their social and manly qualities than the firemen. They are mostly young men, full of life, energy and ambition, and sure to make a success of every undertaking. To these general qualities may be attributed the interest which is always taken by the members of the Brotherhood of Firemen in their annual entertainments and which contributes so much to the benefits derived therefrom. The preparations for the ball last evening were complete in every respect and there was nothing left for the members of Franklin Lodge to do but to make the evening as pleasant as possible for their friends. This they succeeded in doing to a degree which called forth numerous compliments from strangers of both this and other cities. Among the visitors from abroad who escaped the eye of the reporter was Bro. Chas. W. Mills and his estimable wife from Mt. Vernon, O. It is a real pleasure to converse with Mrs. Mills for she is a devoted friend of the B. of L. F.

Brother Lamb was present but could not leave his best girl long at a time. Brother John Mull was voted the dude of the evening. Our 200 lb. door-keeper was a terror to objectionable persons, and Brother Simpkins was voted a "corker."

It was remarked by all that a larger crowd of orderly young people never assembled in Columbus. Brother Schmiedler says he would not tend cloak room again for a hundred.

Brother Stump, as usual, was the life of us, while Brother Loudon, "sober as a judge," handled the "boodle."

Mr. F. F. Bennet, the popular jeweler, says if the crowd was a sample of the B. of L. F., it ought to prosper.

Fraternally Yours,
C.-----

MOBERLY, MO., July 7th 1890.

MR. EDITOR:—I see a communication in the July *Magazine* by W. S. Carter, in which he states that the delegates to the convention should be given written instructions as to what they should do while there. I differ with him there. What is the use of sending a man there if he is to follow these instructions? You might just as well send a wooden "dummy" and have these written instructions fastened to it, and it would answer the purpose and save money for the Lodge.

I believe in sending a man that is able to judge for himself what is best for his Lodge and for the organization. A Lodge may be in favor of a certain proposition which comes before the convention, but the delegate they send, finds, while at the convention, that they were wrong and he votes contrary to the instructions he received, and on returning home, can explain to his Lodge their mistake and satisfy them, whereas, if he receives written instructions, he is in duty bound to vote in accordance therewith and thus do an injury to the organization.

Bro. Carter also wishes to have the insurance reduced from \$1,500 to \$300, on the plea that many good men are kept out of the organization on account of the heavy assessments. On the contrary, I think that over half the members of the B. L. F. carry policies in insurance companies besides the \$1,500 that they hold in the Brotherhood, and if Anchor Lodge could be taken as a standard I could say nine-tenths of the members carried outside policies and would be able to prove my statement.

Bro. Carter can find a more satisfactory reason for our insurance being cheaper than that of other organizations, if he would consider the fact, that every member of the B. of L. F. carries a policy, while in other organizations the insurance is optional.

Our insurance is only expected to support itself and not pay a dividend to some rich capitalists, and as long as it stands on that platform it is safe, for it is plain to be seen that the more members we have the cheaper our insurance assessments will be.

Bro. Carter claims that our insurance is cheap because so many members are expelled. That is merely a minor cause and he seems to think that it is wrong for a man to pay assessments for a short time and then be expelled and lose all the money he has paid in; but he does not lose all the money he has paid in nor one cent of it, for as long as he pays his insurance fee he is entitled to the \$1,500 if he is totally disabled and there are thousands of men who insure themselves every year under these same principles and when they quit insuring they do not say the insurance company has beaten them out of their assessments, but on the contrary are glad that they did not have to call on the insurance company for money to pay for injuries received.

The Wabash is doing a good business and the boys are getting as much work as they want. There are to be five new R. Island ten wheelers come soon and they are needed on the East end.

Anchor Lodge is doing well and receiving new members constantly.
B. A.

SAVANNAH GA., June 22d, 1890.

Editor Firemen's Magazine:

It must not be thought, by the readers of the *Magazine*, that Georgia Lodge, No. 245, is asleep. Such is not the case. On the contrary we are sufficiently wide-awake to hold Union meetings in the interest of harmonious federation.

On June 22d a Union meeting was held at Firemen's Hall, this city, and I am pleased to say there was a good attendance of Brotherhood men, representing the B. of L. E., the B. of R. T., S. M. A. A., B. of L. F. and B. of R. C. A number of good addresses were made and good was accomplished.

Georgia Lodge was well represented, and we had visitors from Charleston, Way Cross and other points. In such meetings a good deal is learned, and they accomplish good. Let us still continue in such good work. The readers of the *Magazine* may feel assured that, though they may not see communications from Georgia Lodge, the members are all working for the good of the order.

Yours truly,
245.**MEDITATION.**

While at rest to-day I was thinking
Of the different pathways in life.
Of the men who do nothing but labor
Have nothing but sorrow and strife.
And then of the man with his thousands
Who cares naught for the pain and the woes
That he causes the poor and the needy
Of the seeds of affliction he sows.

So long as their labor brings profit
To add to his hoard year by year,
While he lives by the tolling of others
Who's cries he refuses to hear.
When on the day of judgment
We stand at the bar of God,
Tis they who will cry, Lord be merciful
And spare thy chastening rod.

But the Lord will answer them saying,
Ye accused, depart from me
While on earth you never knew me
Why should I have mercy for thee.
But for the weak, the poor and the needy
The doors shall be open wide
And a voice full of heavenly music
Shall bid them to come inside.

And I'm glad I belong to the millions
Who daily toil for their bread,
And its comfort to know while living
That I know where I'll go when I'm dead.
You may think I am quite sentimental
While in verses to you I thus write,
I can explain it all in a minute
I went to church in Hudson last night.

COLUMBUS, O.

L.

BE JUST!

In olden times when champions stood
 Arrayed in battle dress,
 To struggle for their country's good
 Or nation's wrongs redress.
 Their friends and kinsmen pressed around
 And sang their praises high,
 That strength within them might be found
 To conquer or to die

And if they conquered, well and good,
 All honor was their due;
 They battled as all champions should,
 Were steadfast, brave and true.
 And if they strove without success
 And died without a fear,
 Their kinsmen laid their forms to rest
 And held their memories dear.

Success or failure mattered not
 If they but battled well.
 Not what they failed to do but what
 They did, historians tell:
 Full many a man's intent was good
 And, though he vainly tried,
 Spare him your censure that he should
 Have conquered not,—but died.

To every man, sometime in life,
 Success comes or defeat:
 No one amid this daily strife
 Can fall not nor succeed:
 Life has no pleasant lounging bed
 Where one may pause and wait.
 All either must go on ahead
 Or else degenerate.

For some, then, Fortune throws the die
 And to them comes success,
 Shall they look with disdainful eye
 On him who's favored less?
 Dwell not on where a man fell short,
 Give to each one his due,
 Look not at what he did but what
 He nobly tried to do.

Spasmodic.

MACON, GA., July 1st, 1890.

MR. EDITOR: "Ye merrie month of May" is the great picnic season in this sunny southland, and when it approaches all the little folks grow happier and lift their glad voices in great glee for the May-day celebration that they know is in preparation for them. But the wee tots are not alone. The belles and beaux begin to dream of the shady dell, the purling brook and sloping hillside, where they may nestle for a season and soothe their sweet "nothings" into each other's willing ears.

But the enthusiasm is not confined to these two classes. Middle aged folks, aye, even gray-haired men and women become almost young again, and the prospect of a day's outing in some one of the many beautiful parks that lie adjacent to this Central City of the Empire State of the South, stirs their senses and makes the blood course faster through their veins.

The Brotherhood boys are no exception to this rule, and as their anniversary comes in this most beautiful of all the months they have a double incentive. But the "boys" don't seem to need any other incentive than the desire to insure their friends a good time. As before stated, this is the season of picnics, and there are picnics and picnics. Sunday schools, with all the increased memberships that the May-day celebration brings with it, flare forth, and the colored brother with his quarterly "anniversary" is there, too. The school teachers give their classes an afternoon out. Social clubs have their moonlight excursions and dances. The Butchers' Union and Bakers' Protective Association and all such must have their fun. All these and more too have had their day out. Some quietly, some with a great flourish of trumpets but all on mirth and pleasure bent.

But whatever others have done or may do the boys of Macon Lodge, No. 246, Brotherhood of Locomotive Firemen never do theirs by halves. May 24th was their date. Things had been shaping up to this date for almost a year past. As soon as last year's picnic

was over preparation began for this, and while this was only their second "annual" one would easily believe that they were all veteran picnickers instead of the sturdy, honest, reliable firemen that each and every one of them has proven himself to be.

As stated above the day has been looked forward to by the boys and their friends with the absolute certainty of a good time in store for all. And was anyone disappointed? If so they deserve to be consigned to the uttermost depths of perdition—unless it be that his or her sweetheart was from some unavoidable cause prevented from being present to enjoy the day with them. In this case it were indeed a hard heart that would fail to sympathize with them.

For this anniversary the Brotherhood selected "Beech Haven," beautiful Beech Haven on the new Georgia Southern & Florida Railroad. The day came and not the smallest detail had been omitted. Having in memory last year's splendid affair hundreds upon hundreds had concluded to avail themselves of the chance to indulge themselves. The number grew and increased until it was found necessary to increase the number of cars in the train from seven to nine and finally to secure another train of a like number.

The committee of arrangements consisted of L. Swansburg, T. E. Jordan, E. P. Almy, W. M. Roney, J. A. Morris, E. W. Walker and T. B. Jones. The committee, every member of which was peculiarly fitted for the duties imposed upon him, was headed by James I. Davidson. Who does not know Jim Davidson? Great big framed, great big hearted, great big souled Jim Davidson. To have seen him on that day one would have supposed that it was anything but a day of rest and recreation for him. He was indeed ubiquitous. No one could call a thing, hardly wish for it but Jim Davidson was his elbow to supply the want. But he had pleasure in it all, for his pleasure was in the enjoyment of others.

But to return to the two trains laden with the masses of surging, restless but withal happy human freight. At the early hour of 6 o'clock the crowd began to pour into the Union depot and to fill up the eighteen coaches that had been kindly provided for the officers of the Georgia Southern. Engine No. 105 had been selected to draw the first section and was manned by H. Matthews, engineer and A. Campbell as fireman. With such safe hands on the end and W. F. Holt to look after the comfort of the passengers in the nine coaches everybody felt safe and secure.

The lady friends of the Lodge had shown the appreciation and the 105 was bedecked from pilot nose to tender's draw-bar with the rarest flowers, flags and bunting and the low hiss of steam from her cylinders seemed to him a gentle song of thank to the fair creatures for their loving care. The time of departure was drawing near. Those who had been so long in their seats were getting a little restless but still the throng came and the baskets were gathered in.

Section No. 2 drawn by Engine No. 107 in charge H. O. Speer, engineer and Mr. Williams, fireman with A. M. Williamson to beam on the happy excursionists was also ready and soon the welcome cry "all aboard," was heard. The living, moving mass rolled out from the shed and after some little delay in the yard were soon on their way to the scene which was to impress on them a memory that would go with them even unto the youngest participant their dying days.

Out through shops, factories, mills and all manner of industries that bristle over this part of the city past the brick yards that furnish nine-tenths the brick that are building up the State of Florida here a lake flecked with myriads of "pretty poppies," there a grove of bay trees with their delicate white blooms peeping out all over them, the quietly magnolia scenting the air for rods and around with the delicate perfume of their magnificent flowers. On past all these in quick succession until only a few miles from the city the farm lands are reached. And here is one of the attractive features to a visitor from Northern climes. In so prairie country broad acres of waving grain stretch out before the eye as the traveler leans back in

seat in a palace car. As far as the eye can reach this sea of green is there. Through these fields we pass and the variety of crops is one of the attractions. First a patch of corn, then some oats or rye or barley or wheat, then the young vine of the famous Georgia watermelon just about to cover the ground and soon to bring its luscious fruit up to the market. Then long rows of King Cotton standing just peeping above ground scarcely yet an index of the grand plant it will be a few months hence.

On sped the trains, the merry chatter of the gay throng keeping time to the clatter clatter of the wheels. An hour's brisk run brings us to beautiful Beech Haven. Ah! here is the place and the occasion met. Situated on the ridge that separates distinctly the low flat pine from the rolling oak and hickory land it is in itself a study for the botanist, the naturalist and the geologist. Here the Georgia Southern Road has laid out a park of ten acres and fitted it up with a dancing pavilion, a ladies' cottage and a gentleman's club house. Strewn about the entire grounds are huge boulders which to all appearances are a conglomeration of sea shells. Fine specimens of petrified shark's teeth, the bones of extinct animals and other curiosities are seen scattered all around.

On the very summit of the hill and eighty-five feet above the level of the track is a cold spring gushing out in a stream at least four inches thick and furnishing ample water to run a grist mill, which does the grinding for a large circle of country. This pure water is conducted by pipes through the grounds and everything is made as comfortable and convenient as though you were within the limits of a city. But within the limits of no city could one find so magnificent a grove of virgin forest. Some one of a curious turn of mind counted the varieties and found fifty-three different species of wood-growth on the 10 acres. It is said that the same growth could not be found in any other locality within one hundred miles of this spot. Besides this a clear babbling brook takes its course through the park furnishing an additional attraction. In fact nature seems to have designed this spot for a picnic ground.

The immense throng was soon deployed about, each intent upon their own pleasure in their own peculiar way. The large majority "tripped the light fantastic toe" to the strains of Straigellows's excellent orchestra. Others were seated about in cozy nooks or rowed on the artificial lakes while yet others grouped here and there while the "Kodak" lens got in his work.

Altogether everybody was happy.

"Eyes looked love to eyes that spoke again,
And all went merry as a marriage bell."

Had the Brotherhood been allowed the making of the weather they could not have asked for better. A perfect May-day without a cloud upon the horizon.

There was not during the entire day one single thing to mar the occasion.

The committee ever watchful had their eyes on every one and if they had seen the slightest attempt at or indication of disturbance the guilty party would have been promptly dealt with. Of one thing the public may rest assured and that is that whatever has the stamp of authority from Macon Lodge, No. 246, can be relied upon as of the first class.

After a most delightful day—one thoroughly enjoyed by all, the shrill whistle of No. 105 at 5 o'clock put all on notice that soon this day must pass from the present to be numbered ever after among the most delightful that has ever crossed the lives of those who were so fortunate as to be there.

Baskets were gathered up, the fragments saved to be distributed in some charitable way and all were once again ready to take the home bound train. A little after 7 o'clock the two trains rolled into the depot and the large crowd dispersed, the Brotherhood to record another brilliant success and all their guests to make one little ineffaceable niche on memory's tablet to be recalled on many an occasion in the future with glad thoughts of the day.

Among the visiting brethren were Wm. Slade, of Kentucky, and George W. Heslep, of Virginia. Fun and good fellowship were written all over their

countenances and no words from them were necessary to assure one that they had enjoyed themselves. Sheriff Cooper, of Houston county, looked in on the picnickers for a while and was a most welcome guest. Miss Annie Venable, one of Macon's most beautiful and charming young ladies was a prime favorite with all the beaux. Especially was she admired by some of the visiting brothers that we could mention but we won't. Mr. J. G. Price, of the train dispatcher's office of the E. T. V. & G. R. R., was among the special guests of the Brotherhood. His enjoyment was apparent to all and on the return trip his clear tenor voice was heard above all others in the many merry songs of the gay revelers. It was a pretty and amusing sight to see the good natured scramble for seats on the first section of the train as it rolled up to the park for the return trip. Of course the two train loads could not be crowded into one, but those who were forced to wait for the second section took it good humoredly and the best of feeling prevailed.

Your correspondent takes this occasion to invite the whole staff of the *Magazine* to the next picnic with the assurance of a hearty welcome from the boys and a splendid time for you all. I trust that some of you may have the chance to accept their hospitality, and with the wish (than which there could be no better) that all future annuals will be as pleasant as that of 1890, I subscribe myself a delighted

Guest.

TEKOA, WASH., June 16, 1890.

MR. EDITOR: It affords the writer the greatest pleasure to announce through the columns of your *Magazine*, the organizing of Steptoe Butte Lodge, No. 419, Brotherhood of Locomotive Firemen. The installation was conducted under the supervision of Deputy Vice Grand Master, F. S. Stevens, of Mt. Tacoma Lodge, No. 192, assisted by Bros. Duryea and McElroy, of Blue Mountain Lodge, No. 348. Much praise is due the visiting brethren for the deep interest taken in the promotion of the members, and the welfare of the Order. There is already a membership of 18, but will soon reach about 30, making a very good start for a new lodge. In such a remote part of the country where one year ago you could not find ten firemen, with the aid of a lasso. Now they bob up serenely at all times, especially when there is a change to be made in the time card. After the lodge was dismissed they all repaired to the hotel, where a sumptuous supper awaited them, comprising all the delicacies of the season, especially strawberry short cake, to which Bro. Duryea helped himself most profusely. All were highly elated from the manner in which the day's proceedings were conducted, and to think that the visiting brethren have to come so far for palatable diet. Before closing I must say a few words in behalf of the worthy General Foreman, A. F. Gill, for his kindness in arranging affairs in such a manner as to have nearly all present, and manifesting such a friendly spirit for the promotion and welfare of the firemen. Furthermore, I will say there is no place under this great flag of liberty, where a warmer feeling exists between B. of L. E. and B. of L. F. than here; therefore, it is not necessary to ask favors of, or mourn the oblique position of the reverse lever, for such is the case in some portions of this land. I will now close, having a fraternal feeling for all the members of our great Brotherhood.

419.

SOMMERVILLE, MASS., July 11th, 1890.

MR. EDITOR: There have been and are at the present time, some of our members who advocate something different than our present form of federation. Some aver that the present plan of federation was not authorized. Now I can see nothing in our present form of federation detrimental to our best interests. In fact I believe it is the only practicable plan and by keeping this form we will avoid all unnecessary complications that will always arise when there are "too many cooks to spoil the broth." It has been demonstrated so many times in our *Magazine* and all other papers advocating federation, especially among railroad men, that such a union would be a power and the proper thing that must be guarded against is the improper use of that power. By any other form of federation but the one we have

adopted, the chance will be given to some person, not a Grand Officer to abuse, or rather make an extremely offensive display of power that may at some time react upon those who are in no way responsible for such actions. There are a great many "would be's" in our Order and we should be thankful that all chance to display their ability and ambition in any such manner is precluded. As our grand officers are authorized to make final settlements by our own constitution, their power is but continued as we have continued the power of our Order by federation. There are, I hope, none that question the federation of our Order with the others, on the ground that it would be better "to go it alone." If there are any such I advise them to get themselves bound in calf and placed on the shelf as back numbers. Let us see what is possible by the federation. All men can be organized; by their own common sense they will see the advantage of being members of orders devoted to their class, or if they can't see it, we can in a short time introduce the "working card" for the benefit of federated labor. By the introduction of such a card the "apprentice system" can be put in vogue. (No men hired but railroad men of the various orders. When they are out of work the preference must be given to all such first and in this manner the surplus can be disposed of.) The card is used in all well organized trades and is a strong safeguard to organized labor.

The time for our convention is near at hand and I sincerely pray that some means will be devised to lighten the burdens of the insurance so that we can induce those not organized to enter our order and feel that we and they are not depriving some one of the comforts of life. Let us try a five-hundred-dollar and a one-thousand-dollar policy for two years; I think it would be a "boomer" for the Order. We surely should make the effort to get all firemen in our Order and not think that federation will do all that we require without any further work on our part. No "laying back on the helper" must be a kind of watchword for us.

Yours fraternally,

Charles H. Trenholm.

THE WRECK.

Dedicated to the memory of Andrew C. Johnson, of Banner Lodge, No. 56.

The same sad story comes again—

An engine, rushing round a curve

Refused its windings to observe

And, scorning all the strength of men,

Leaps madly from its path of steel

And, trembling, creaking, crashing, falling—

A sight so dreadful, so appalling

The clearing clouds of steam reveal!

'Tis not for me to picture here

The sad results of such a crash;

For scenes like that would only lash

The bleeding heart yet more severe;

But rather would I dry the tears

Of those whose hearts are well nigh broken.

Or drop a word which fitly spoken

Might cheer the soul through lonely years.

Then gently o'er that new-made grave

Adjust the up-turned, broken sod:

Commit his spirit to the God

Who once that self-same spirit gave,

And on the shaft that marks the spot

Engrave,—sad words, yet full of beauty!—

"He fell while at the post of duty,"

And let the world forget him not.

Geo. W. Hall.

STANBERRY, MO.

We had the pleasure, while in Denver, of meeting Brother G. H. Whitney, the "Old Reliable" of the B. of L. E. Journal. His *nom de plume* is suggestive and reliable, and we were pleased to meet a writer of such wide and reliable reputation.

Personals.

PACK your grip for San Francisco.

THE distinguished gentleman from the "Burnt District," Hon. Jackson Hover, has the floor.

THE coming convention promises to be the most harmonious the Brotherhood has had for years.

BRO. J. ROSS, Master of No. 67, is away on a visit and the boys suspect that he is to return with a bride.

WILL TOM COSTELLO, of 192, please explain his connection with the Jap at the organization of Seattle?

JACKSON HOVER ventures the prediction that the "Burnt District" will soon be admitted to the union.

ANNOUNCEMENT is made of the marriage of Bro. Mike Roche, of No. 50, to Miss Julia A. Miles, of Canton, Iowa. The happy event occurred April 30th.

THE members of No. 48 are pushing Bro. Bush as an available candidate for Chief of the Fire Department.

J. F. ROODY, Master of No. 121, is a G. A. R. veteran as well as a true soldier in the army of the brotherhood.

W. J. NEWELL, Chaplain of No. 67, has been married and is receiving the congratulations of his many friends.

At the organization of Bald Eagle Lodge, No. 418, Bros. Potter and Dougherty, of No. 121, rendered assistance of special value.

AMONG our most earnest and enthusiastic members of Ashtabula is Bro. Truesdale. He labors ceaselessly for the good of the Order.

THE members of No. 191 have a faithful officer in Bro. Martin, who is exceptionally well qualified for the position he occupies.

THE members of Liberty Lodge, No. 24, have an excellent Master in Bro. John Finlay and the boys are justly proud of him.

W. M. GALLUP, who presides as Master of No. 125, is an indefatigable worker for the Order. Long may he hold the gavel at Marshalltown.

C. C. COIT, Secretary of Franklin Lodge, No. 9, is a zealous worker for the Brotherhood and avails himself of every opportunity to advance its interests.

W. T. FIELD is one of the most popular men at Livingston. He is ever on the alert for the "good of the Order" and is known as the "old stand by" among the boys.

WORD comes from Dominion Lodge, No. 67, that Bros. Peters and Farrance have slipped away from their bachelor friends and are away spending their honeymoon.

GEORGE WATT, of No. 48, has bought corner lot at Peoria and will soon build an elegant residence thereon of which Bro. Bush will be supervising architect.

It is said that Bro. Spencer, of No. 19, was recently offered \$20.00 by his wife to keep five minutes. The proposition was accepted, but is needless to say Spencer lost.

THE proverbial smile of Secretary Brudage, of Rocky Mountain Lodge, No. 77, has been copyrighted and all rights reserved. There are no mosquitoes on the whiskers of the Deputy Sheriff.

THERE is great rejoicing at the home of Bro. and Mrs. Wm. Burgess over the arrival of a little daughter. Bro. Burgess is a member of Huron Lodge, No. 221, and is receiving the felicitations of many friends.

A delegation of members of No. 264, headed by Bro. Boomer, better known as "Bed Rock," assisted in organizing the Lodge at Helena. As a "hustler" for the good of the Order, "Bed Rock" Boomer has no superiors.

When the Lodge at Mahoningtown was instituted some good work was done in the interest of the Order in which Bros. Mulvey, Heinselman and Reese, of 193, assisted. Bro. Thomer was also on hand with a delegation from Pittsburg and Chartiers. Our V. G. M. acknowledges his obligations to the assistance rendered by these members.

ANTHONY HARRITY, Esq., General Foreman of the Northern Pacific at Helena, is a warm friend of the Brotherhood of Locomotive Firemen, and at the organization of the Lodge at Helena, did much to encourage and assist the members. We feel confident that "the boys" will not forget Mr. Harrity when the opportunity occurs to reciprocate.

MR. L. M. HAYS, an engineer on the U. P. and brother of the late Bro. John Hays, of Mount Hood Lodge, No. 167, called at the Grand Lodge office in the latter part of June on his way to Ireland, where he is to visit his mother. We were unfortunately absent from the city at the time, but hope to see Mr. Hays on his return, which we are informed will be in the early part of October.

THE St. Joseph *Gazette*, of June 29, contains a pleasant notice of the opening of Brother W. E. Sullivan's new grocery store in that thriving city. Brother Sullivan was an engineer on the "Q," when the strike struck that system, and he is now Master and Collector of St. Joe Lodge, No. 43, B. of L. F., and we are glad to know is prospering. The *Gazette*, in noticing Brother Sullivan's "Grand Opening," says that "Mr. Sullivan had engaged Bernheimer's cornet band, which rendered delightful music, and also provided an immense stack of candy, with which he regaled the little folks without charge. The children were not loth to avail themselves of the feast and attended in crowds. Certainly five hundred children were in attendance and enjoyed themselves hugely. Mr. Sullivan will undoubtedly meet with the success he deserves." It is always pleasant for the *Magazine* to record the prosperity of any of the boys who went down on the "Q."

THE Western Railway votes unanimously in favor of Denver as the "permanent headquarters" of the Brotherhood of Railway Conductors.

IN THE way of newspaper enterprise, we should like to know if there is a city in the Union of forty-three states ahead of Denver. If there is such a city we fail to recall it at this writing.

THE Parsons (Kas.) *Daily Journal* refers to our *Magazine* in complimentary terms as follows:

"The *Locomotive Firemen's Magazine*, which is the official organ of the organization, is not only one of the best railroad magazines, but has also as much general information on subjects political, social, religious and general information as any periodical published in the United States. The *Magazine* ought to be in the family of every railroad man in Parsons, as the price is only nominal and the scope of information in each issue covers a large field. The *Magazine* can be had from now until January 1st for only 50 cents. Orders may be left with Engineer (Chas. Maier)."

It should be said in this connection that Bro. Maier, the *Magazine* Agent at Parsons, is rolling up an immense list of subscribers, thus demonstrating what may be accomplished by perseverance and a purpose to win. If all our agents were as ambitious and energetic as Bro. Maier the *Magazine* would soon have a circulation of 100,000 copies.

BRO. J. J. HANNAHAN, Vice-Grand Master B. of L. F., on Sunday, June 22d, organized Black Hawk Lodge No. 114 at Keithsburg, Ill. In noticing the event the *Keithsburg News* says: "The organization started with the following charter members: C. E. Mason, Wm. Wier, Wm. Burch, Jno. Anderson, Fred Venable and Jno. Conley. They have already about twenty applications for membership, and it is hoped to increase the number rapidly. Wm. M. Gallop, Worthy Master of Marshalltown Division, and Messrs. Linder and Davis, of Marshalltown, and Messrs. Frew and Sampson, of Peoria Division No. 48, were present at the organization of the Division." The Lodge extends a vote of thanks to General Manager Ackert and Superintendent Redmon of the Central for a special train to take Brother Hannahan to Monmouth Sunday evening. The *Magazine* wishes Black Hawk Lodge a prosperous career.

Addresses Wanted.

HARRY MILLER.—Formerly a member of Water Lily Lodge No. 402. When last heard from was at Marshall, Texas. Anyone knowing his whereabouts will please communicate with J. W. Diesel, Secretary of Lodge No. 402, Box 65, Water Valley, Miss.

WILLIAM DAVIES.—A Locomotive Fireman who was in the service of the Illinois Central R. R. Co. in the month of August, 1889. Anyone knowing his whereabouts will please communicate with W. R. Head, Room 13, No. 78 Michigan Avenue, Chicago, Ill.

THOS. BAGLEY.—A member of Elizabeth Lodge, No. 403, Left Portsmouth, Va., about five months ago and has not been heard from since. Anyone knowing his whereabouts will please correspond with O. W. Gaskins, Secretary of Lodge No. 403, corner County and Pearl streets, Portsmouth, Va.

JOE NANCE.—Formerly an engineer on the C. B. & Q. When last heard from was at Salt Lake City, Utah. Anyone knowing his whereabouts will please correspond with his father, Monroe Nance, 206 South Third street, Paducah Ky.

Acknowledgments.

TAMAQUA, PA., July 9, 1890.

To the Members of Tamaqua Lodge No. 323, B. of L. F.:

GENTLEMEN:—I desire through the columns of the *Magazine* to express my sincere sorrow at the death of our dearly beloved Brother, Wm. Dintinger. He was a faithful Brother and a true friend to every one. Yours ever,

ALBERT J. FRY.

HARBOR, OHIO., July 1, 1890.

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—I desire to return thanks for the payment of a draft for fifteen hundred dollars, the full amount due me on the policy of my husband, Frank Bolmer, and to thank the Brothers of Lodge No. 218 for their kindness.

MRS. FRANK BOLMER.

NORTH SPRINGFIELD, MO., June 9, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I have received of Lodge 51 a draft of \$1.500 on the policy held by my beloved husband, L. S. Wolfe. Please accept my heartfelt thanks for the prompt payment of my claim; also allow me to extend my sincere thanks to Lodge No. 51 for the beautiful floral tribute presented for the casket of my husband, and further to extend thanks for their words of sympathy and many acts of kindness to me in my great trouble. May God in his goodness and mercy prosper your order, and be the protection of its members is the earnest prayer of

Yours truly,
MRS. L. S. WOLFE.

TOLEDO, OHIO, May 27th 1890.

To the Brotherhood of Locomotive Firemen:

DEAR BROTHERS: Allow me through the columns of the *Magazine* to express my gratitude toward the Order for a draft of \$1,500 due me as a disability claim. I sincerely thank those who rendered me assistance during my recent illness. May success crown the efforts of the Grand Officers.

Wishing the Brotherhood prosperity in the future, as in the past, I remain your disabled brother,

FRED. A. SPEELMAN.

MILWAUKEE, Wis., June 9, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN: I desire to express my sincere thanks to the Brotherhood of Locomotive Firemen for the prompt payment of \$1,500 due me on the policy of my dear son Matt Nilan, through Mr. M. Purdy, Receiver. I also desire to express my sincere thanks for the beautiful flowers brought by John Hickey, Lodge No. 266, and also to those who accompanied the remains, and who so kindly assisted at the funeral.

May God ever bless and protect your noble Brotherhood is the sincere wish of

MRS. MARY NILAN.

ESCANABA, Mich., June 4, 1890.

To the Officers and Members of the B. of L. F.:

I have received from Mineral King Lodge No. 129, B. of L. F., the sum of \$1,500, through the hands of J. S. Rogers, receiver. Words cannot express my thanks for the kindness of your Lodge towards my son during his illness and death, and I hope it will be a long time before any of yours are taken from you. I also wish to express my sincere thanks to Mrs. Phillip Cavanaugh for the care of my dear son.

Your sincere friend,

JAMES CARVEY.

BELLEVILLE, ONT., May 1st, 1890.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS:—I beg of you to accept my sincere thanks for the draft of fifteen hundred dollars, (\$1,500), the insurance due me on the death of my dear husband, who was so suddenly taken from us on January 14th, 1890.

I cannot find words to express my gratitude to the brethren of Challenge Lodge, No. 66, of Belleville, Ont., who so kindly assisted us by their aid and sympathy in our time of trouble.

Their great kindness went far to lighten the heavy affliction which fell on me and my dear children.

With the best wishes for the welfare of your Order,

I remain yours truly,

LOUISA COTTERELL.

EXPLODED NOTIONS.

There are a good many notions long exploded.

Nobody believes, for example, that all women wear tight shoes.

That all club men get drunk and don't go home till morning.

That the children of fashionable people are not well taken care of.

That all boarding house tables are bad.

That all women wear tight stays.

That all women lay the seeds for rapid consumption by getting their petticoats wet on rainy days.

That all women are jealous of each other.

That all women are underpaid.

That all mince pies are indigestible.

That a little candy is unhealthy.

That a fruit diet will save your body and soul.

That your way is the right way and mine is the wrong.

Nobody believes any of these things, except the people who live such narrow lives that they think nothing good can come out of Nazareth.—*New York Sun.*

THE MODELS IN THE PATENT OFFICE.

Washington Post: There are in the neighborhood of 200,000 models in the Patent Office, and had it not been for two destructive fires the number would be near a half million.

In an isolated part of the building, in cases which but few visitors see, are the dental and surgical instruments that have been patented during the past three-quarters of a century. The scalpels and the saw lie side by side with the other implements for the relief of suffering humanity, while by a sort of incongruous juxtaposition the very next case contains coffins. There are coffins and coffins, and there is a suggestion about some of them that inclines one to mirth even in their melancholy presence.

In 1868 a New Jersey man, fearing probably he would be buried alive, constructed and had patented one of the most wonderful caskets that ever graced the Patent Office. It is certain it never graced any cemetery, modern or ancient. It is constructed like an ordinary casket, and after the deceased has been placed in the grave a towerlike apparatus with tubes reaching to the head of the coffin is placed over it. The top of the coffin, instead of being screwed down, operates by springs on the inside. When a person has been buried alive and recovers consciousness—if he has been buried in one of these caskets—he pushes off the cover, climbs into the tower and ascends a ladder, which is placed there to the surface.

There are any number of ballot boxes in the same way—so many in fact as to lead one to the conclusion that the Government could furnish one for every polling place in the country, and still have a large surplus remaining.

The jewelry cases are noted for one thing—there is a total absence of gold in the models. Whether this was because the inventors had but little faith in the honesty of the Patent Office officials, or themselves possessed but little of the precious metal to waste in making models, is a mooted question.

Among the many inventions of woman's apparel is an old pair of corsets, patented in 1841. It is made of sheet brass and leather, and if some of the dress reformers of the present day could see it they would forego their crusade against the modern corset. It resembles a set of harness, and as an instrument of torture would compare favorably with some of the choicest productions of the Spanish Inquisition.

Fifty years ago the people in many sections of the country used pine knots instead of candles, and some Connecticut genius secured a patent for a device for holding them not unlike the more modern candlestick.

The oldest model in the office is a cloth shearing machine, on which a patent was granted October 20, 1792, to S. G. Dorr, of Albany, N. Y. The workmanship is excellent and the model shows no signs of age. This may be, however, because it has undergone the same renovating process as the model of the cotton gin invented by Eli Whitney in 1793, which was destroyed by the fire of 1877, and a duplicate was built from the original drawings.

Occupying a prominent position in a case in the

centre aisle is the model of a boat for lifting vessels over shoals. It was patented to Abraham Lincoln in 1849, when the future President thought to make a reputation as an inventor rather than a statesman. Lincoln is the only President who ever secured a patent.

In the cases containing firearms are any number of curiously constructed weapons that look as if they would be more dangerous to the possessor who attempts to use them than to his would be victim. The first revolver, patented by Col. Colt in 1837, bears some resemblance to the present pattern, except the barrel is a great deal longer.

The model of the gun patented to ex-Senator Burnside in 1850 attracts considerable attention because of the trouble it caused between the future Rhode Island Senator and Jefferson Davis. Davis subsequently became Secretary of War, and Burnside endeavored to have the Government adopt his gun. Davis, however, refused to recommend its adoption, and after a long fight Burnside was compelled to give up.

The first shoe was patented in 1811 by two Massachusetts men. It is of undressed leather, and there is quite a difference between the workmanship of that and the present machine stitched shoe. So well was the work done, however, that it was impossible to tell whether it was pegged or sewed until some sacrilegious clerk cut the sole and ascertained it was pegged.

The hand that rocks the cradle and washes the soiled clothes has over 2,600 machines from which to choose a suitable substitute for the muscle fatiguing methods of fifty years ago. Ironing tables are also of frequent occurrence, and there is a plethora of household utensils.

Nearly every visitor sees the first double cylinder printing press invented by R. M. Hoe in 1842. It is a remarkably fine model.

Howe's first sewing machine is a wonderful contrivance. It was run by hand by means of an oscillating crank and bears no resemblance to the present improved machine.

Nearly every visitor sees the original electric telegraph invented by Morse; the original Gatling gun, patented during the latter part of the war, and the new Hotchkiss; the first engine run over the Baltimore & Ohio Road, invented by Ross Winans in 1837, and looking more like a monitor on wheels than a locomotive.

The rural mind has shown its desire to lighten the labor of the farmer, and not content with having churns turned by water power, dog power, and, in fact, anything but hand, devoted himself to producing a machine for milking cows. The invention did not meet with the favor its sanguine author thought, and so the innovation remains an example for future generations not to attempt to break down the barriers of a well established custom.

There are all sorts of armor, from the invention of tin pantaloons to the heaviest armored ironclad. The followers of Jules Verne's romance, "Twenty Thousand Leagues Under the Sea," are also numerous, for there are any number of ingeniously constructed submarine vessels.

The flying machine inventor is represented. There

are flying machines of all sorts, sizes and conditions. The last one to be patented was an elaborate arrangement of wings and tails, which the aerial traveler dons for his flight through space, and was patented March 5, last.

There are 186 classes of inventions, which are divided into over 3,000 subdivisions. The number of models in the office on January 21, 1893, was 1,819. The fire of Christmas Day, 1836, destroyed about 7,000 models, and the big fire of September 24, 1877, destroyed 87,000 patented and 27,000 pending and rejected models.

A TALENTED PISTOL.

It Belongs to a Stranger, Who Told Its Story to the Fairchild House Circle.

Hammondsport Letter in New York Sun.

Some very entertaining stories of the hunt and the angle had been going around the circle in the Fairchild House reading room the other evening. Theed Ross, the landlord, had told of a terrible combat he had once with a coon back of Penn Yan, during which the coon ate up one of his boots while he was kicking the animal to death with it. Packy Griswald tempted fate by relating how he once captured a big she salmon trout, in Lake Keuka, and had just laid it in the bottom of the boat, when a still bigger salmon trout, the mate of the she one, sprang into the boat and rescued the one just caught by seizing her by the neck and jumping overboard with her. Other similar evidences of the veracity of the Hammondsport Bureau of Information had been given, when a stranger, who had been a patient listener at the symposium, quietly asked if there were many bear about here.

"Not too many," replied Landlord Ross. "They are not so numerous that people have to carry guns to shoot them away."

"There are a great many bears where I come from," said the stranger. "But there is one less this week than there was last. That one I killed in a very singular manner. I am not a bear hunter. In fact I am not any kind of a hunter. I do not own a firearm of any kind except a very valuable pistol. This pistol is an heirloom in my family and is a four-shooter. That is, it is called a four-shooter, but there is nothing certain about it. I have known persons to struggle all day trying to make it shoot just once, without success, and have known the same pistol to go off with all four barrels at once as soon as those persons laid it down and ceased trying to make it shoot. Then I have known this pistol to shoot itself off one barrel after another, without the slightest provocation. It carries a ball about the size of a potato. That pistol isn't a very safe piece of ordnance, owing to its peculiar temper, but my family think a great deal of it.

"A year ago a man from what we call Popover hollow came to my house one day and gave me the exclusive information that there was a very large and audacious bear tramping about his premises. to the great discomfiture of pigs. What he wanted was to borrow that family relic of ours, the inconsistent four-shooter. He said he wanted to go out with a friend of his who had a gun, and who wanted to

try it on the bear. The man from Popover hollow had no gun, and he had heard so much of our pistol and its accomplishments that he thought if he could only take that he had no doubt that the hunt would end in dire results to the bear. I pleaded with the man with tears in my eyes not to go out after the bear with that pistol. I told him that the chances were all in favor of the bear taking him and eating him up before he could induce the pistol to go off, and then I would never get the valued relic back: but he insisted, so that at last I told my wife to get him the pistol, and I went over in the next lot while it was being delivered to him.

"He went away, and I didn't hear anything of him for a week. Then he came back, looking very downhearted.

"Colonel," says he, 'I won't be able to return your pistol, but if it ever goes off that bear is a goner.'

"Then he went on to tell me how he and his friend went out after the bear. They came across it in the woods, and the man's friend got behind a log and began firing at it. The bear stood it for a while, and then made a break for the man from Popover hollow, who had been pulling away at my pistol to make it show itself off to the bear. But it wouldn't, and the man shoved the pistol in his pocket and struck for a tree. Hegot up the tree just as the bear reached it and raised up along the trunk, with his mouth wide open. The man from Popover hollow threw his leg over a limb, and that threw the pistol out of his pocket. The pistol, all cocked as it was, struck right in the bear's wide-open mouth, and went on down before the bear could stop it. That was such a surprise to bruin that he trotted off and disappeared, something that the man's friend with the gun had done some time before.

"Of course I was very much put out about losing my valued relic, but there was nothing to be done, and the man went home. The bear wasn't seen around any more, and by and by it was forgotten. Last week what should appear in one of my back fields but a big bear. I always had an idea that I would like to kill a bear, and so I borrowed a gun and went gunning for this fellow. I came upon him suddenly before he discovered me, and hauled up and sent a ball into him. Simultaneous with the report of my gun I heard a dull, rumbling report, and saw a big piece of bear fly upward. Then came another report, followed by two more, and the bear was scattered around like autumn leaves. At first I was frightened, but in a few seconds the whole situation broke in upon me.

"The bear that swallowed my pistol!" I shouted.

"And so it was. My rifle ball had gone into the bear's stomach where the pistol was lying, and had hit the hammer with force enough to knock it down. The pistol felt in the humor and let itself go, with most disorganizing and disintegrating results to the bear. We had to gather the bear up with a shovel in corn baskets, but I found my much-prized pistol among the remains. It was a little rusty, but as full of snap as ever."

There was a silence in the circle, and by and by the stranger went to bed. Then the landlord said:

"If I hadn't thought that man was a liar I'd have asked him to have something before he went up."

REMARKABLE WATCHES.

For years, old Dr. Allan, the Scottish physician, was suspected of being a wizard, an opinion which was considered all but confirmed when, in 1630, he provided himself with a silver watch of the regular time size and style, says John W. Wright in the *St. Louis Republic*. Chancing to stop with a neighbor over night, and it being somewhat cold, he laid the watch near his body and covered it with the quilts so that the chilly weather would not affect its works. Next morning he arose rather abruptly and left the house without removing his treasure from its cosy nest in the bed.

In righting up the room the servant discovered "the infernal chattering thing," and immediately concluded that it must be the old doctor's "familiar spirit," conclusions which were hardly arrived at before she had fled wildly from the room. Other servants were called, and the whole array charged the "chattering thing" in the bed. Clubs and weapons were freely used, but the case was strong and the thing still chattered defiantly. One of the more courageous than the others, finally agreed that she would take tongs and carry the thing to the end of the garden and drown it, a proceeding fraught with danger. At last she decided upon it. The others followed at a respectful distance with hoes, clubs and shovels, which they proposed to pounce on the thing should it attempt to attack the heroic girl. When the doctor returned for his watch he was informed what had been done: one of the servants leading the way to where the thing was drowned. It was hanging on a bush on the bank of the moat. The failure to beat or drown the thing to death had convinced the servants that it was in reality the wizard's spirit, and they could not be persuaded to touch it.

The story is related simply to show what remarkable watches must have been, even at that late period of the seventeenth century.

In 1769, one of the admirers of George II. caused to be made for that monarch a watch which was made in its way. It had a calendar band which pointed to the days of the month and of the year. Instead of making a revolution every month, like the calendar watches of to day, it took the whole 365 days to get once around. The dial plate was only 6 inches in diameter, therefore the figures must have been very minute; otherwise, the 365 numbers could not have been arranged around the border.

The annual dial calendar was but one of a number of extras with which this watch was provided. A movable dial performed diurnal revolutions as regular as did the great orb after which it was modeled. It struck the hours, the half hours and the quarters, while an inside dial plate revolved in a manner clearly exhibiting the variations of the seasons.

The English House of Commons, following a suggestion from Sir Isaac Newton, appointed a committee June 11, 1714, with power to offer a reward of £20,000 to any one who would invent an accurate time keeper for use at sea in determining longitude. After many years of labor and study the invention was announced as perfected. However, the inventor, one John Harrison, did not receive the reward until his labor until September 18, 1764.

Keyless watches have been known for the past one hundred years, but not until within the past twenty-five years have they come into general use.

It would take columns to enumerate all the dainty and wonderful little time-pieces that have been made during the past four hundred years. They have been made not larger than peas and set in rings for physicians to facilitate the counting of the pulse. They have been fixed in bracelets, brooches, eyeglasses, tops of umbrella handles, and even on the ends of lead pencils, where they occupy the same position as the rubbers on the average Faber.

In 1883 a watchmaker of Dresden exhibited a watch made entirely of paper. The paper was chemically prepared, and the maker claimed that it would be as serviceable as if made of the material ordinarily used.

The same year at a fair held at Worcestershire, England, the Crowther Brothers & Co. exhibited one made entirely of iron.

An ingenious prisoner at Kariaus, Bohemia, recently constructed a watch, eight centimeters in diameter, with no other tools or material except two needles, a spool of thread, a newspaper, and some rye straw. The wheels, posts and cogs are all made of straw, which, it is well known, is quite coarse and tough. It runs six hours without winding and keeps good time. It is now in possession of the prefect of Kariaus, who considers it the greatest marvel of the nineteenth century.

The most ingenious, perfect and complex watch ever manufactured was sent out from the works of Patek, Philippe & Co., of Geneva, Switzerland, in July, 1877, and is now in possession of Baron Nicholas. It is what is known as the full sized "hunter." On one side there is a dial of the regulation kind, exhibiting the hour, the minute and second hands, also an independent chronographic hand which marks the fifths of seconds. The same dial has a repeating mechanism, which strikes the hours, quarters and minutes.

The opposite dial has hands pointing to the months, weeks and days. Another large central hand on this dial, if set at the beginning of each year, correctly points to all moon phases and also acts as a perpetual calendar. It is so constructed as to admit of its keeping two different times, say standard on one side and sun time on the other.

HARD-HIDED TOM BENTON.

Dyer's *Great Senators*: Benton was a fighter by temperament and experience. Once in the Senate a Senator had referred to what he called a "quarrel" of Benton's. "Mr. President, sir," said the great Missourian sternly, "the Senator is mistaken, sir, I never quarrel, sir; but I sometimes fight, sir; and whenever I fight, sir, a funeral follows, sir!" It was the custom to bathe and scrub down his body to the hips every morning and from his hips to his feet every afternoon. The implement he used was the roughest kind of a horsehair brush; and with this his body servant would curry him down with all his might. When asked the reason of this practice he replied: "The Roman gladiators do it, sir." Under this treatment his skin became a sheath of leather, devoid of sensibility, shutting him out from sympathy with others.

WOULDN'T SWEAR.

Atlanta Constitution: A moonshiner named Henry Adams is the central figure in a remarkable case. He is in Fulton County jail with no charge against him, and with nothing between him and his liberty but the taking of an oath. He could take the oath and swear nothing but the truth, but he sticks close to his Bible doctrine, and absolutely refuses to take an oath of any sort. The law is so framed that the Judge is left no discretion in the matter, and Adams is in jail for an indefinite length of time.

The facts are these: Nearly three months ago Adams, whose home is in Lumpkin County, was sentenced for a term of two months and a fine of \$100 for illicit distilling. He served out his time in Fulton County jail, less the ten days allowed for good behavior. There is a law, Sec. 1,042 of the Revised Statutes, that when a man is sentenced to pay a fine and is unable to pay it he can serve thirty days and then be discharged by taking oath that he is not worth \$20 over and above the \$1,650 exempted. Adams served out his term, was unable to pay the fine, and then served thirty days more.

Yesterday Jailer Seab Ozburn, noting that Adams' time was up, sent him before Commissioner Fuller to be discharged.

"Good by, Mr. Ozburn," said Adams. "You've all been as clever to me as you could be, and if I ever get a chance I'll do something for you."

The jailer wished him good-by, and all the moonshiners in jail shook hands with Adams before he left. One or two of them from Lumpkin County gave Adams messages to carry home for them.

The Commissioner looked over the papers and found everything correct.

"You are not worth \$1,670?" asked he.

"Great Scott—I'm not worth \$100."

"You can't pay a fine of \$100?"

"Not if I was going to be hung for it."

"Hold up your hand, then."

"What for?"

"To take the oath."

"I can't take any oath," said Adams, firmly. "If I had known I had to take an oath I wouldn't have come here."

"You'll have to go back to jail, then."

"I can't help it. I can't take an oath."

"Can't you swear to the truth?"

"I can't swear at all. The Bible says 'swear not.'"

"Well, that's the only way out of it."

"It ain't my way," said Adams.

Seeing that the man was determined, the Commissioner gave him credit for his scruples and explained to Adams that he would allow him to sign an affirmation.

"What's the difference?" asked Adams.

It was explained to him.

"It's the same thing," he said.

And he proceeded to quote Bible authority for his position.

His reply to every argument was a quotation from the Bible. He would listen to no argument unless it came from the Bible, and the available stock in the Commissioner's office was speedily exhausted, leaving Adams unconvinced. He was not offensive at all, but quiet about it. He made no display of his

conscientious scruples, but his mind was made up, and he wouldn't change it.

"Didn't you ever swear?" he was asked.

"Not since I was converted."

He couldn't be convinced that it was wrong to make whisky.

"Show me that in the Bible," said he, "and I'll believe it."

Adams is a young man, 28 or 30 apparently, a typical young mountaineer, and has a wife and four children.

"Don't you want to go home?" he was asked.

"Of course I do."

"The only way to do is to sign that affirmation."

"I won't do that."

"Then you'll just have to go to jail and stay there."

"I can't help it."

So Adams slept last night in Fulton County jail. He seems determined in the matter, and the law is explicit. He must stay in jail until the paper is signed, and he says he will never sign it.

COMPULSORY INSURANCE.

Railway Service Gazette: If the various associations of railway employes are really desirous of defeating the compulsory insurance schemes, this may easily be done by raising the question of their validity in the courts. If it can be shown that an employé has been discharged by reason of his refusal to become a member of one of these Associations, the courts will award damages to that employé. If it can be shown that a railway company has appropriated any part of the salary of an employé for the benefit of one of these Associations without the consent of the employé, or even with his consent given under fear of being discharged, that employé can recover every cent of the money thus withheld from his salary. We have reason to believe that in some instances the railway managements are prompted by the purest motives in their efforts to organize these compulsory insurance schemes, but they can result in no good, will prove the source of a great deal of trouble, and must at last fail before the law. And it is right that they should fail. For the compulsory insurance scheme, defined in one sentence is simply a proposition of the employer to forcibly manage the purely private and personal affairs of the employé, because the employer, as the employer, must be a wiser and a better man than the employé. If this is not true, then why may not railway employes demand with as much justice and consistency, that railway stockholders as a class, each month contribute a certain portion of the dividends of their roads to constitute a fund to keep indigent stockholders out of the poor house, and to pension their families when they come to die. Such a proposition as this from railway employes would be considered a piece of unpardonable impudence, but the cases are exactly parallel, unless it is true that the stockholder is a better and wiser man than the employé, and that the stockholder is more capable of managing the private and personal affairs of the employé, than the employé is himself. And while some provision for the family of the employé is often necessary in case of his death or disability, it cannot be

claimed that the family of the railway stockholder or even the railway stockholder himself has a sufficient guarantee against becoming an object of public charity. As far as we have seen there has been no one reason assigned for the necessity of this remarkable subversion of the law, so as to give to one man the right to manage the personal affairs of another and that is the liability of the railway employé in case of disability or death, to leave his family in impoverished circumstances. Now we should say that the railway owner is as liable to leave his family in circumstances as impoverished, comparatively speaking, as the employé.

Just at the present time there are probably as many railway stockholders looking for the poor house as there are railway employes. Hence the same reason exists for employes organizing a compulsory insurance for their employers, and if the employers contribute each month a certain part of their dividends. But this you say is absurd. Not more so than the compulsory insurance schemes of the companies when stripped of their false pretenses.

JOHN BURNS TO THE WORKINGMEN OF AMERICA TO FRIENDS AND FELLOW WORKMEN IN AMERICA.

The year that has passed away has been the most momentous for labor in England since 1848. Everywhere the workers have shown an enthusiasm and organization truly extraordinary in its effects. London alone 300 trades have secured shorter hours or better wages and demanded successfully in their present masters better conditions. This means that 200,000 more men and women in London have been added to the ranks of organized labor. The stokers in eight months have made 50,000 men and reduced their hours, at better wages, from twelve to eight per day. The baker who formerly worked 90 and 100 hours per week, now works through his union, only sixty hours and for better pay. In the port of London every dock laborer, stevedore, lighterman and carman is and must be a member of the trades union. The workingmen are following the example of the men and pressing forward for better times.

All through the world the laborer is moving forward toward the light, the little they are getting making them divinely discontented with what comfort remains. In Egypt forced labor has been recently abolished. All through the continent of Europe, encouraged by the recent labor successes in England, unions are organizing, while in the colonies labor is marching with accelerated speed.

All this should be encouraging to the Americans who have often been pioneers. In America I trust that the workers are imbued with the responsibility of their position in the labor movement and that American citizenship bestows on them. They are citizens of a republic that will be the central force and influence of the Anglo-Saxon race throughout the world and which may become a power for universal good.

All is well if each one sinks within himself feelings of mistrust, jealousy and suspicion; and works for the common good.

DISINHERITED.

[Mrs. Frances M. Mine in San Francisco Star.]
 The poor little life, just beginning,
 Was gasping and dying that day.
 There was clamor of sorrow and sinning
 In the desolate room where it lay.
 And the mother bent over her baby,
 And kissed the wan forehead and hair
 With an anguish as deep as yours, maybe,
 Tho' her lips had forgotten your prayer.

'Twas a morning beloved of summer,
 The meadows were fragrant and green;
 The rose had a blush for each corner,
 And thick was the trees' leafy screen;
 But foul was the alley and narrow,
 And back from the poisoning wall
 The sun shot his fiery arrow
 On foreheads defenseless to fall.

Oh, room for the lamb in the meadow,
 And room for the bird on the tree!
 But here in stern poverty's shadow,
 No room, hapless baby! for thee.
 Immortal we think thee, and name thee—
 The child of our Father above;
 But where is the justice would claim thee
 A share in the gifts of His love?

It is idle as folly, your weeping,
 Poor mother! those heart-heavy tears,
 Why, who would not covet that sleeping,
 In place of your desolate fears?
 How hopeless they stretch in the distance—
 Forever and ever the same;
 Each day with its dull, hard insistence
 Of work and of want for your frame.

"It is well with the child," says the preacher,
 "The lambs in his bosom are bid."
 "It is well with the child," says the teacher,
 "Great nature the sacrifice bid.
 The poor and the weakly must perish—
 So, only, the best we attain;
 The perfected type we must cherish;
 The law of progression is plain."

And yet—yes, the struggle is over;
 The small, shrunken limbs are at rest.
 It were well their mute witness to cover—
 'Tis a pitiful sight, at the best.
 And, somehow, the word of the preacher
 Sounds empty and vain as we gaze;
 And the code philosophic teacher
 May be science—but ends in a maze.

For, look! they were perfect, those wasted
 Small limbs, of life's effort denied;
 Those lips, from life's goblet untasted
 So ruthlessly hurried aside.
 What share in the world's great endeavor
 Those tiny weak hands might have wrought?
 What force in that brain forever
 Have lived in the realm of thought!

O father! O mother! rejoicing
 In childhoods fair promise to-day,
 Can you hear in your spirit a voicing
 For creed so inhuman, I pray?

Had priest or philosopher found you
 An answer to quiet the heart,
 If life in such fetters had bound you,
 And mocked with its fullness your part?

Why, look at your baby—the treasure!
 The rose tinted, dimpled delight!
 Could an anchorite's soul deny pleasure
 Nor thrill at the beautiful sight?
 No room in the world's spacious garden,
 For flowers so perfect to bloom?
 O Heaven! The blasphemy pardon,
 That finds for thy child but a tomb!

Our Father! Oh, well may we falter
 To name thee, and pray to thee so;
 Who turn from thy shrine and thy altar,
 Profaning thy image below;
 To thy children, thy bounty denying,
 While heaping the store of our greed,
 And, dead to their wrong and their sighing,
 Charge Heaven itself with our deed!

THE B. & O. INSURANCE.

Station Agent: The daily press has a good deal to say regarding the alleged attempt of the Baltimore & Ohio management to force its employés to join the insurance association organized under its auspices. We believe that this paternal authority in railway management is radically wrong. There should be nothing compulsory about an association of this nature. The Constitution of the United States protects every man in the enjoyment of his own free will within certain bounds, and as long as he does his full duty to his employés there should be no insidious efforts to coerce him into carrying out a pet plan of some person who chances to hold authority over him. It is said there is nothing compulsory about this insurance, but it is not difficult to see that under some circumstances the position of the employé who stands out against it will not be secure. Aside from the moral question involved there is grave doubt whether this system of life and accident insurance is not wholly wrong, and as long as this doubt exists the management of the Baltimore & Ohio Railroad Company have no right, morally or legally, to go into the pockets of their employers to foster such an association. There is talk of a strike on the entire road, but we do not believe that the difficulty is so grave as this, and certainly a strike would accomplish nothing, except misery for the strikers. Let every man choose for himself in the matter, and if he has the courage to assert his independence we hope that the gentlemen at the head of the Baltimore & Ohio Railroad will not think the less of him for it.

HE REMEMBERED.

"Why, Johnny, are you fighting?"
 "Yes'm."
 "I am astonished! Have you forgotten all our Sunday school lessons so soon?"
 "No, ma'm; haven't. That's why I'm given him a lickin'."
 "What do you mean?"
 "Didn't you tell us last Sunday somethin' 'bout it's being more blessed to give than to receive?"
 —*American Commercial Traveler.*

LABOR-SAVING MACHINERY.**Thomas Phillips Talks of Its Interest to the Workingman.**

In the course of a long article in the *Boston Labor Leader*, Thomas Phillips, of New Jersey, wrote as follows:

"Some ten years ago a man by the name of Madox came to my home in Philadelphia, and stated that it was his intention to organize the city in the interest of labor reform, and that he had been advised to see me before getting out his platform of principles. At his request I wrote out a declaration of principles, and in it placed the following plank, which I wish to call your attention to, now that the question of machinery is under discussion. It is important that we form correct opinions in regard to it; and, therefore, I submit this plank for your consideration, believing that the principle is of vast importance, and one which ought to be carried out in all industries where machinery is introduced:

"Section 6. That all labor-saving appliances should be so regulated as not to disemploy labor; that in all cases there is a trinity of interests which common justice requires to be consulted; viz., capital invested, labor employed, and the outside public: A rule giving one-third of the advantages to each would bind the whole in harmonious support of all introductions of machinery or improved methods resulting in a vast increase in production and the well-being of the people."

"The crowding out of labor by machinery, and the investing of what has hitherto been paid as wages in plants, is felt to be an evil that should be met. But it cannot be met by attempts to stop the use of machinery, or with any benefit to labor by taxing steam power, as some have proposed. The evil is not in the machines, but in the fact that labor has no claim on the product.

"The trouble is that the man of labor under our present system is ignored. His right to labor and its fruit is not acknowledged. A piece of iron has more right to exist than he under the capitalistic system. It is not only godless, but manless. Under its rule man has no right to live. It is bringing us to a point where a few men will control each industry: employ a few people to run their machines, and where these few can exchange products and starve the rest of mankind to death, if they so will it.

"The principle embodied in the above plank, if carried out, will reverse this, and bring about a more equitable distribution of products. Suppose that a machine was introduced into a shoe factory which would enable a pair of shoes to be made for fifteen cents less than formerly, what would follow? In the first place, the price of the machine, which was, it is fair to conclude, previously part of what is called the wage-fund, or money paid in wages, is now locked up in the machine. Secondly, the manufacturer will, as a rule, find that he has to sell the shoes at fifteen cents a pair less than before; competition on the part of those who have more machines than he has will force this. Thirdly, the labor which has been displaced by the machine goes into the market with fifteen cents less with which to buy the shoes, and the manufacturer has a machine on hand to look out for and keep in repair.

"Now, I would like some one to point out who is benefited. The manufacturer got the machine, it is fair to suppose, in order to sell more goods by putting them on the market at a less price, and he finds the income of the public, which constitutes its purchasing power, reduced in proportion; so that the difficulty in selling goods is as great as ever, and the further he goes the greater is the necessity for spending his every dollar in machines with no better market than before."

HE WEPT.

A London gossip gives the following story as illustrative of Lord Tennyson's "peculiar manners in society." In his early days, when he had no greater horror than that of being lionized, a great lady wished to introduce to the laureate a musician who had set some of his songs to music. A party was given for the occasion. The laureate appeared, and the musician sang his songs to him with every power of expression that he knew how to produce. At the end of the performance everybody waited the word of the poet. There was a blank silence. The hostess feared the songs had not produced a good impression. The silence became agonizing. At length, from the corner where Tennyson sat came a voice, choking with emotion: "Do you not see that I am weeping."

CONVICT LABOR AND HONEST WORKERS.

The state of Tennessee re-leased her convicts, recently, to the Tennessee Coal and Iron Company, the only bidder, for \$100,000 a year, the minimum price fixed by the law.

A number of Milwaukee, Cleveland and Marquette capitalists have combined for the purpose of dividing the iron Bessemer ores with the Schleisinger syndicate, and will erect large furnaces in Marquette to reduce their own ores. It is proposed to utilize the labor of the convicts in the Marquette Penitentiary. The prison is on the bay, and by using the convicts in the manufacture of coke, the promoters of the plan think they can produce pig iron as cheaply as it is produced in Birmingham, Ala.

United States Commissioner of Labor Carroll D. Wright, in a recent report, estimates the ratio of prison labor as less than one-half of 1 per cent. of the entire mechanical labor of the United States, numerically speaking. The productive capacity of convicts, he says, is not one-half that of the ordinary free laborers, and prison work, at best, is inefficiently performed.

The tendency to generalize in these matters blinds the commissioner to the fact that the injury done the labor interest is specific and local. This was shown by the effects of the laundry industry now carried on at Sing Sing prison on the employment and earnings of hundreds of men and women in this city, Brooklyn, Troy and Albany, as recently described in these columns. In such industries as this, laundering of new shirts, collars and cuffs, and the manufacture of shoes and hats, the inefficiency of the convict labor is largely offset by the use of machinery. But even if all Commissioner Wright's figures and deductions were admitted, they furnish an excellent reason for not employing convict labor on private work.

After all the talk of the evils of convict labor and the baneful influence it has on outside industries, the effect on the market and the tendency to depress wages, the system is to be again tried in the Kings County Penitentiary. The special line of work to which the forty convicts, who have been hired out to Mr. F. C. Johnson, are to be put is the making of government mail bags. The compensation will be arranged on the piece price plan, and the county will probably net \$40 a day from this class of labor. The attorney general's opinion that the use of steam power will not be an infraction of the convict labor law of 1888 has been received, and this will open the way for the commissioners to parcel out further gangs of convicts to other manufacturers, with whom they have opened negotiations.

LEARNING THE WORLD.

Experiences of a Well-to-do Young Farmer in Seeking a City Bride.

St. Paul *Pioneer Press*: Nels Wickstrom, a well-to-do farmer of Brunswick, Minn., thirty five years of age, and Miss Carrie Anderson, a young and rather good looking Scandinavian girl, who has been stopping with friends in East Minneapolis, are the parties in an interesting little confidence game of a very unusual sort. Wickstrom has been tilling the soil at Brunswick for many years, and is now in comfortable circumstances. He conceived the idea of getting married, a few days ago, and came to Minneapolis for that purpose. He was not acquainted in the city, but he imagined his cup of happiness would be full if he could wed a maiden of the city. Attired in his best suit of clothes, he called at the intelligence office of Mrs. Mary A. McGinnis, 428 Hennepin avenue, and in his blunt, granger-like way, informed the lady in charge just what he was after.

"I am here to get married. I have considerable property, and can support a wife. Can you get me one!"

Mrs. McGinnis might have been startled by this rather remarkable interrogation, but a happy thought struck her. There was in that very room a young girl in search of employment. She was of marriageable age, and Mrs. McGinnis thought of marriageable disposition. But she was mistaken, as subsequent developments proved. The twain were introduced. The rural wife-seeker took a good look at his new-made acquaintance, and appearing to be well pleased with appearances, he proposed at once. There was a smile and blush, and these were regarded as good signs by Wickstrom. A moment later, and the blushing young girl had bowed her assent. The happy couple left the intelligence office together. The prospective bride said she would need wedding clothes. Wickstrom had about \$75 or \$100, and he and his companion went out and purchased a wedding outfit. The young fellow was so happy over his "catch" that he purchased several articles of jewelry with which to embellish the one of his choice. Then the two repaired to the home of the girl's friends, at Fifth avenue northeast and Second street. It was agreed that the wedding occur yesterday. As evidence of her "sincerity" Miss Anderson took a gold ring from her finger and of-

fered to place it on her lover's finger. But the jewel was not intended for so large a hand, and it remained in Miss Anderson's possession. Yesterday afternoon Wickstrom called, wreathed in smiles. But these smiles were exceedingly transitory. They faded away as soon as Wickstrom was informed that Miss Anderson had left the house and would probably not return. This was the burden of the honest fellow's plaint when he called to relate his unpleasant experience as a wife-hunter, at police headquarters, last evening. He had \$5 left, but he had more knowledge of the world than ever before.

WORMS THAT EAT STEEL.

Railroad Disasters Caused by Their Ravages—How They Work.

For the past two years the German Government has been making inquiries into the life, history and ravages of one of the most remarkable worms known to exist. This wonderful creature is only satisfied after a feed on common steel, and was first brought to notice by an article in the *Cologne Gazette* in June, 1887. For some time preceding the account mentioned the greatest consternation existed among the engineers employed on the railway at Hagen caused by accidents; which always occurred at the same place, proving that some terrible defect must exist either in the material or the construction of the rails. The Government became interested and sent a commission to the spot for the purpose of maintaining a constant watch. It was not, however, until after six months had elapsed that the surface of the rail appeared to be corroded, as if by acid, to the extent of over one hundred yards. The rail was taken up and broken, whereupon it was found to be literally honeycombed by a thin, thread-like gray worm. The worm is said to be two centimeters in length, and about the bigness of a common knitting needle. It is of a light gray color, and on the head it carries two little sacs or glands, filled with a most powerful corrosive secretion, which is ejected every ten minutes when the little demon is lying undisturbed. This liquid, when squirted upon iron renders that metal soft and spongy, and of the color of rust, when it is easily and greedily devoured by the little insect. "There is no exaggeration," says the official report, "in the assertion that this creature is one of the most voracious, for it has devoured thirty kilogrammes of rails in a fortnight."

NEITHER ARM NOR LEG.

New York Sun: The simple cable announcement that Mr. Kavanagh, some time member of Parliament for Carlow, Ireland, was dead, recalls to public memory one of the most remarkable men ever sat in the British House of Commons. Nature had endowed Mr. Kavanagh with a singularly handsome face and fine torso, but had deprived him of arms and legs, and, therefore, it became necessary, on his election to Parliament, to make special provision to admit of his entering or addressing the House, as he could neither walk nor stand. The matter was discussed privately before the assembling of Parliament, and as soon as the name of McMurrough Kavanagh was inscribed on the roll of members the

Prime Minister rose and moved "That an exception to the rule that members must address the House standing be made in the case of the honorable member for Carlow, and that he be permitted to address the House seated."

This being settled, the further difficulty arose in respect to his manner of entering the House, which required the relaxing of another law, to permit him the assistance of his servants. An inexorable rule exists that when Parliament is sitting none but members must pass beyond the bar, which is near the members' entrance, on a line with the seat of the Sergeant-at-arms. On his first appearance Mr. Kavanagh had been carried in a chair to the table to take the customary oath and inscribe his name, by his two introducers, but as it was evident this could not be done continuously, it was moved that the honorable member from Carlow be excused from entering by the members' door and be allowed to enter by a door at the opposite end of the chamber, used by unparliamentary persons. This being settled, Mr. Kavanagh was carried into the House by his attendants and placed in his seat under one of the side galleries almost daily during his term, he being most assiduous in the discharge of his duties. Seeing him thus, with a light wrap thrown over him, no one would have hesitated to describe him as a man of striking noble appearance. The member for Carlow soon justified the wisdom of the choice made by his electors, his maiden speech placing him at once far above the ordinary level of House of Commons oratory. He possessed a strong and original mind, enriched by varied reading, and was one of the few men who never spoke to empty benches; the words, "Kavanagh is up," which in his case was somewhat incorrect, never failed to bring a crowd of straying members from the terrace, smoking-room or library. Mr. Kavanagh was the happy husband of a beautiful wife, and the happy father of a large and handsome family, none of whom shared in any degree their father's affection. He was a man of old family and possessed considerable wealth, was fond of society, and was exceedingly genial and popular. The defects of nature were so well supplied that he was enabled to participate freely in field sports, of which he was exceedingly fond. He was widely known in the most famous hunting districts as a straight, bold and fearless rider; while the style in which he drove a four-in-hand coach was the despair of many of his brother whips. He wrote beautifully, was particularly fond of the fine arts, and had won considerable fame among the amateur artists as a painter.

THE TRAMP.

As we stood in a group in the depot waiting room at Elmira, there was a scuffle and loud words, and we turned to see the depot policeman shoving a trampish-looking man out of the place. It was a scene to make most of the crowd smile, as the officer was a big man and his victim a small one, but before he had him out of doors a well-dressed, fine-looking man stepped forward and demanded:

"Officer, has this man been guilty of any offense?"

"He's no business in here, sir," was the reply.

"Why hasn't he?"

"Because he's a tramp. My orders are to put 'em out."

"Just wait."

He brought out his wallet, handed the forlorn-looking stranger two crisp ten dollar bills, and turned to the officer with:

"Now let him alone. A man with \$20 in his pocket is no tramp."

"God bless you, sir!" whispered the recipient of his bounty as he looked at the money in the great astonishment. "I'm no vagabond; I'm simply down on my luck. I was wanting to get to Buffalo, where I hope to hit a job, and I'm willing to work at anything and at any price."

Someone ventured to ask the gentleman for an explanation of his liberality, and he replied:

"Just a year ago to-night, in one of the towns on the Erie road, a tramp struck me for a quarter of four. He must have gone off on a freight car right away, and he got a lift of twenty odd miles before he was bounced. Four hours later I took a train, and while passing from one coach to another I lost my footing and was flung off. I struck on my head and shoulders, and was rendered unconscious though not very badly hurt. When I came to, there was a quarrel over my body. Two men wanted to rob me, while a third was holding them off. When they attacked him, he gave them such a beating that they hauled off. Then he ran to a farmhouse, a quarter of a mile away, routed out the people, and helped carry me there. While I couldn't speak, I heard all that was said. I heard him say that he recognized me as one who had befriended him that evening; and before he went away he insisted on taking an inventory of my personal property. I had a watch, a diamond pin and over a thousand dollars in money; and everything I kept safe for me during the two weeks I was in the house."

"But what became of the tramp?"

"I have never seen him since. After seeing me safe at the house he started off, saying he would send a doctor from the nearest town, and I have never had a chance to even thank him."

EUNUCHS AS SAILORS.

Sixty Mohammedan eunuchs, formerly owned by Prince Baelde Bueby, of India, compose the crew of the English steamship St. Fillians, which discharged a cargo from the island of Elba, at Philadelphia, long ago. Prince Baelde Bueby is a wealthy and influential living in the interior of India. He amassed a fortune trading in ivory tusks with European dealers. He then retired to live in luxury with twenty wives. The sixty eunuchs attended his household. Some time ago Bueby had to retrench, and his discharged eunuchs wandered to the coast, and are now shipped in the St. Fillians.

GUESS WHAT SISTER HAD SAID.

Tommy (entering the parlor where his sister and her young man are)—Guess what I've got in my hand, Mr. Sappy?

Mr. Sappy—Why, those are beans.

Tommy (with a triumphant look at his sister)—There, what did I tell you sis?

Imagine Sappy's feelings.—*New York Sun.*

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

AUGUST, 1890.



Assessment Notice for August.

OFFICE OF GRAND LODGE, B. of L. F. }
TERRE HAUTE, IND., August 1, 1890. }

ASSESSMENT No. 13, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death of the following members entitled to all the benefits of the Order, viz:

CLAIM No. 261. Timothy H. Hennessey, of Livingston Lodge, No. 389, died of Heart Disease, March 28, 1890.

CLAIM No. 262. Chas. A. Meigs, of McKean Lodge, No. 154, died from injuries received by explosion of Engine Boiler, May 8, 1890.

CLAIM No. 263. Orin A. Farnham, of H. G. Brooks Lodge, No. 169, died of Peritonitis, May 10, 1890.

CLAIM No. 264. Daniel McDougal, of Gold Range Lodge, No. 341, was killed by Railroad Accident, May 11, 1890.

CLAIM No. 265. Jno. Cook, of Bonanza Lodge, No. 194, was killed by Engine Turning Over, May 19, 1890.

CLAIM No. 266. Wm. E. Mitchell, of Adopted Daughter Lodge, No. 3, died of Typhoid Fever, May 23, 1890.

CLAIM No. 267. Jno. Jefferies, of J. Scott Lodge, No. 136, died of Typhoid Fever, May 24, 1890.

CLAIM No. 268. M. W. Downs, of Great Western Lodge, No. 24, was killed by Engine Turning Over, May 25, 1890.

CLAIM No. 269. Wm. J. Dintinger, of Anthracite Lodge, No. 323, died of Typhoid Fever, May 29, 1890.

CLAIM No. 270. Wm. H. Coleman, of Elkhorn Lodge, No. 28, was killed in a Collision, May 31, 1890.

CLAIM No. 271. C. S. Harrell, of Stone Mountain Lodge, No. 332, was killed in a Collision, June 2, 1890.

CLAIM No. 272. Willard C. Staples, of Bethesda Lodge, No. 382, died of General Septic Peritonitis, June 2, 1890.

CLAIM No. 273. Chas. H. Crane, of Ft. Pickering Lodge, No. 206, died of Peritonitis, June 4, 1890.

CLAIM No. 274. Robert Michael, of Charity Lodge, No. 5, died of Typhoid Fever, June 11, 1890.

CLAIM No. 275. Wilson L. Geary, of Fairmount Lodge, No. 333, died of Typhoid Fever, June 15, 1890.

CLAIM No. 276. Chas. Hunt, of St. Joseph Lodge, No. 43, died of Pernicious Malaria, June 16, 1890.

CLAIM No. 277. Gwin T. Perkins, of Plain City Lodge, No. 238, was killed by Railroad Accident, June 16, 1890.

CLAIM No. 278. Geo. H. Ward, of Union Lodge No. 138, was killed by being struck by a Bridge Cover, June 19, 1890.

CLAIM No. 279. Samuel M. Lowman, of Three Branch Lodge, No. 304, was killed in a Wreck June 21, 1890.

CLAIM No. 280. A. C. Johnson, of Banner Lodge No. 56, died from injuries received in a Railroad Accident, June 23, 1890.

CLAIM No. 281. Edward D. Tohill, of C. J. Hepburn Lodge, No. 160, was killed in a Collision, June 21, 1890.

CLAIM No. 282. Herbert J. Nesser, of Standard Lodge, No. 158, was killed by Engine being Wrecked, June 25, 1890.

CLAIM No. 283. W. J. Baldwin, of J. H. Kirk Lodge, No. 376, was killed by being struck by Bridge, June 27, 1890.

CLAIM No. 284. John Purdy, Jr., of Central Ohio Lodge, No. 299, was killed by Engine Turning Over, June 28, 1890.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and you are required to forward said amount for each member whose name appears on the rolls August 1, 1890, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than August 20th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1890.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement
of the Beneficiary Fund for the month of June, 1890:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$162	72	\$198	143	\$102	214	\$58	285	\$122
2	18	73	78	144	26	215	114	286	96
3	416	74	36	145	72	216	42	287	92
4	98	75	186	146	92	217	44	288	34
5	188	76	147	82	218	46	289	50	360
6	110	77	242	148	84	219	102	290	10
7	70	78	112	149	384	220	84	291	74
8	162	79	74	150	128	221	88	292	34
9	192	80	64	151	98	222	50	293	42
10	108	81	228	152	223	224	294	64	365
11	154	82	208	153	60	224	295	44	366
12	390	83	128	154	38	225	28	296	54
13	232	84	138	155	68	226	98	297	64
14	302	85	132	156	227	52	298	64	369
15	100	86	146	157	40	228	232	299	96
16	200	87	60	158	148	229	48	300	56
17	68	88	128	159	86	230	102	301	62
18	104	89	141	160	116	231	102	302	42
19	90	90	98	161	42	232	58	303	30
20	70	91	76	162	220	233	48	304	86
21	130	92	80	163	48	234	84	305	46
22	32	93	124	164	104	235	76	306	112
23	56	94	118	165	104	236	56	307	98
24	114	95	166	84	237	148	308	38	379
25	118	96	74	167	94	238	94	309	88
26	152	97	174	168	84	239	86	310	56
27	132	98	80	169	292	240	146	311	50
28	114	99	194	170	86	241	136	312	50
29	60	100	70	171	48	242	212	313	56
30	60	101	30	172	243	28	314	94	385
31	54	102	98	173	112	244	136	315	140
32	58	103	302	174	190	245	132	316	104
33	108	104	54	175	100	246	68	317	40
34	82	105	68	176	50	247	108	318	50
35	54	106	46	177	70	248	116	319	38
36	100	107	152	178	110	249	64	320	108
37	72	108	50	179	82	250	202	321	36
38	114	109	92	180	44	251	166	322	58
39	58	110	56	181	24	252	156	323	16
40	110	111	130	182	60	253	66	324	36
41	82	112	72	183	106	254	122	325	52
42	30	113	120	184	36	255	46	326	98
43	108	114	185	54	256	60	327	78	398
44	140	115	64	186	122	257	72	328	32
45	132	116	114	187	258	44	329	26	400
46	90	117	94	188	172	259	80	330	56
47	162	118	50	189	260	60	331	58	402
48	130	119	50	190	44	261	64	332	408
49	90	120	178	191	88	262	94	333	172
50	216	121	102	192	263	120	334	54	405
51	92	122	66	193	54	264	104	335	68
52	118	123	194	194	265	132	336	30	407
53	58	124	195	58	266	116	337	112	408
54	198	125	60	196	112	267	74	338	54
55	74	126	76	197	96	268	28	339	80
56	58	127	88	198	72	269	84	340	64
57	314	128	60	199	88	270	208	341	60
58	112	129	190	200	41	271	62	342	418
59	130	130	112	201	66	272	40	343	46
60	22	131	92	202	94	273	128	344	64
61	151	132	104	203	26	274	345	28	416
62	106	133	112	204	26	275	36	346	32
63	70	134	96	205	100	276	48	347	36
64	94	135	84	206	86	277	22	348	102
65	78	136	54	207	126	278	349	78	420
66	102	137	56	208	80	279	34	350	58
67	146	138	80	209	82	280	42	351	28
68	86	139	80	210	60	281	62	352	90
69	86	140	134	211	112	282	56	353	60
70	60	141	202	212	72	283	84	354	106
71	150	142	180	213	41	284	202	355	62

Balance on hand June 1, 1890 \$18,750 75
Received during month 35,076 00

Total \$53,826 75

DISBURSEMENTS.

By claims 242, 243, 244, 245, 246, 247, 248, 249,
250, 251, 252, 253, 254, 255, 256, 257, 258, 259
and 260 \$28,500 00

Total balance on hand July 1, 1890 . . . \$25,326 75
Respectfully submitted,
EUGENE V. DEBS, G. S. & T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
Board of Trade Building, St. Joseph, Mo.

C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON . 141 Pacific Ave., Jersey City, N. J.
GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
317 Bell St., West Philadelphia, Pa.

W. F. HYNES Secretary
935 Eleventh St., Denver, Col.

J. J. LEAHY . . 2627 Fremont St., Philadelphia, Pa

SIDNEY VAUGHAN, Gloster, Miss

C. J. SINGLETON L. Box 835, Mattoon, Ill

Subordinate Lodges.**1. DEER PARK; Port Jervis, N. Y.**

Meets in Deerpark Hall, every Thursday at 7:30
P. M.

James H. Fordyce, 13 Church st Master
William Uhlman, 18 Crawford St. Secretary
G. E. Carmer, 151 W Main St Collector
Charles E. Barkman, 101 Pike St Receiver
James H. Fordyce, 13 Church St, Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sunday
evenings.

Thos. F. Doran Master
Chas. M. Hill Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Clint Williams Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.

C. W. Martin, 121 Academy St Master
D. W. J. Mahoney, 421 Summit Ave Secretary
J. B. Sweet, 125 Academy St Collector
J. B. Sweet, 125 Academy St Receiver
S. Simpson, 100 Irving St., Rah-
way Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 58 Temple St., 1st and 3d Sunday.

F. H. Pember, 89 Lincoln St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. H. Pember, 93 India St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30 P. M.

A. N. Darragh, Box 1273 Master
C. W. Dyer, Box 1273 Secretary
James Ballentyne, Box 1273 Collector
W. J. Hatch, Box 1273 Receiver
G. Corbett, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

F. W. Gratiot, Box 298 Master
Alexander Williams, L. Box 212 Secretary
Michael Rabbitt, Box 18 Collector
Wm. H. Wonder, Box 4 Receiver
D. J. Roach, L. Box 18 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCauley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.

R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 29 Virginia Ave., S. W. Secretary
J. T. Gregory, 407 6½ St., S. W. Collector
Wm. C. Jasper, 628 Pennsylvania Ave., N. W. Receiver
H. A. Wilvert, 29 Virginia Ave., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., alternate Saturdays at 2 P. M. and alternate Saturdays at 7 P. M. next.

Jerry Scott, 420 Morgan St. Master
A. J. Ebersoll, 302 Chestnut St. Secretary
T. W. Weaver, 700 W. Munson St. Collector
J. M. Hans, Box 58 Receiver
Jas. K. Fairley, 406 Travis Ave. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.

F. J. Kistler, 212, 214 S. High St. Master
C. C. Coit, 996 Pennsylvania Ave. Secretary
L. Cranford, P. H. Round House Collector
F. J. Kistler, 212, 214 S. High St. Receiver
Leonard Lawrence, 880 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

August H. Buse, 42 Michigan St. Master
A. G. Laubacher, 18 Seward St., West Secretary
A. G. Laubacher, 18 Seward St., West Collector
T. P. Curtis, 41 W. Madison St. Receiver
A. G. Laubacher, 18 Seward St., West Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.

Abram M. Vanatta Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L. Box 98 Receiver
Abram M. Vanatta Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 186 Seneca St., every Tuesday at 8 P. M.

J. J. Knauff, 238 Fifth St. Master
Hugh T. Maloney, 41 Fifth St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 70 Michigan St. Receiver
Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

George E. Hull, 836 Communipaw Ave. Master
Henry Kline, 128 Van Horn St. Secretary
Edward F. Jones, 111 Pacific ave Collector
Wm. J. Lewis, 225 Whiton St. Receiver
A. Neigert, 15 Hamilton St., Newark Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W. Washington St., fourth floor, every Tuesday at 8 P. M.

Chas. McCauley, 123 S. Noble St. Master
Geo. P. Kern, 77 E. Morris St. Secretary
E. J. Kline, 631 North West St. Collector
W. J. Hugo, 79 N. Noble St. Receiver
Chas. McCauley, 123 S. Noble St. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 63 Richmond St., Point St. Charles Master
James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
A. Blair, 32 Favard St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.

Frank Dupell, 822 N 9th St. Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Balderdorf, 208 N 12th St. Collector
C. A. Bennett, 1004 N 9th St. Receiver
E. W. Bundy, 702 N. 14½ St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7:30 P. M.

O. E. Collins Master
L. V. Bowman Secretary
D. F. Phelan Collector
J. E. Platner Receiver
A. F. Gehm Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.

Charles McMillan Master
Rufus McCormack, Box 396 Secretary
C. A. Blackman Collector
George W. Michel, Box 145 Receiver
J. F. Neary Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.

J. B. Cunningham Master
Tom. J. Giffen Secretary
T. H. Wetmore Collector
R. B. Middlemiss Receiver
W. B. Van Horn Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.

J. W. Taylor, Box 172 Master
George C. Wells, Box 117 Secretary
George Morse, Box 400 Collector
Alfred Hibbard, L. Box 25 Receiver
Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.

Wm. Merkle, 810 Chambers St. Master
D. R. Martin, 914 Chouteau Ave. Secretary
Eli Giclas, 844 Chouteau Ave. Collector
Wm. C. Linck, 2408 St. Louis Ave. Receiver
F. W. Hinkley, 105 S. 20th St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. F. Hall, 2d and 4th Sundays.

Lawrence Sullivan, Box 367 Master
George Richter Secretary
Alexander McLennan Collector
Daniel O'Connor Receiver
S. Gibson Magazine Agent

23. PHENIX; Brookfield, Mo.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.

Joshua Proctor, Box 60 Master
John S. Ott, L. Box 523 Secretary
C. M. Propet, Box 64 Collector
John S. Ott, L. Box 523 Receiver
Joshua Proctor, Box 60 Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in Brotherhood Hall, Forest Ave., every Wednesday at 1:30 P. M.

Charles W. Maier, Box 514 Master
Wm. Morris Secretary
C. Parsons Collector
Lot. Brandenburg Receiver
Charles W. Maier, Box 514 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

Aaron Starke, Box 349 Master
Geo. McCormack, Box 590 Secretary
Geo. McCormack, Box 590 Collector
A. M. Sourwine, Box 339 Receiver
N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays

Henry Poljoy, Box 675 Master
Frank R. Melcher, Box 639 Secretary
Henry Poljoy, Box 675 Collector
Frank R. Melcher, Box 639 Receiver
S. A. McFadden, Box 593 Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.

J. E. Collins, 90 5th ave., S. Master
Jos. R. Byerly, 403 G Ave., West Secretary
J. L. Jennings, 328 G Ave., West Collector
Fred. McArdle, 365 G Ave., West Receiver
Chas. R. Kimbro, Room A, Opera House Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.

W. H. Ryan, Box 377 Master
Wm. L. Kingely Secretary
Lewis C. Clark Collector
Frank D. Winn, L. Box 232 Receiver
H. W. Bird Box 21 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each month, corner Second and Main Sts.

Charles O. Burkhart, Box 147 Master
J. H. Fulton, Box 706 Secretary
Max Newbowers Collector
J. H. Fulton, Box 706 Receiver
C. F. Larsen, Box 301 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.

W. E. Penn Master
R. A. Corson, Box 1154 Secretary
J. E. Campbell Collector
R. A. Corson, Box 1154 Receiver
F. C. Wight Magazine Agent

31. E. R. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Woodman's Hall, cor. 6th and Kansas Ave.

H. L. Clark, cor. Roberts and Commercial Sts. Master
S. S. Hamrick, 1608 Main St. Secretary
Chas. Bennington, 1418 Santa Fe St. Collector
John O'Connor, 1420 Santa Fe St. Receiver
Frank Short, 1511 Main st. Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.

Levi M. Stoner, Box 192 Master
J. L. Clark, Box 115 Secretary
J. L. Clark, Box 115 Collector
George McClure, Box 205 Receiver
Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays, at 7:30 P. M.

Thomas E. Torpey Master
F. M. McReynolds, Box 178 Secretary
Chas. W. Gallup Collector
Wm. C. Gallup Receiver
C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.

Frank A. Kinch, 522 7th Ave. Master
J. M. Wheeler, 515 Comanche Ave. Secretary
Frank A. Kinch, 522 7th Ave. Collector
Thomas E. Bulen, 619 6th Ave. Receiver
Jos. F. Butler, 1703 S. 5th St. Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.

W. J. Wells, Box 435 Master
James Lavell, Box 480 Secretary
T. W. Monahan, Box 458 Collector
James Lavell, Box 480 Receiver
J. W. Meyer, L. Box 77 Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Masonic Hall, 5th and Columbia Sts., at 2 P. M., Sundays.

Charles Ernst, 164 Salem St., over U. S. Express Co. Master
Albert H. Kelley 98 Green St. Secretary
W. R. Johnson, 110 S 4th St. Collector
W. R. Johnson, 110 S 4th St. Receiver
W. R. Johnson, 110 S 4th St. Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.

H. G. Cormick, Box 151 Master
W. D. Holton, Box 244 Secretary
W. D. Holton, Box 244 Collector
C. W. Styles Receiver
T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.

John Turton Box 318 Master
J. T. Burke, Box 318 Secretary
William O'Brien, Box 318 Collector
George Nursey, Box 318 Receiver
Alfred C. Faulstich, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d Sunday and 4th Monday at 2 P. M.

J. C. Kane, 2701 6th Ave. Master
Daniel H. Moroney, 5th Ave. & 27th St. Secretary
John F. Carney, 2225 Vine St. Collector
Daniel H. Moroney, 8th Ave. & 27th St. Receiver
Jas. Moroney, 2119 3 Ave. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.

Wm. Ryan, 603 W. Graham St. Master
P. L. Cutler, 604 N. Allen St. Secretary
P. L. Cutler, 604 N. Allen St. Collector
Ed. W. Spreen, 706 N. Mason St. Receiver
Thomas Powderly, 1206 Western Ave.,
Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.

Joseph Swable Master
N. H. Olson, L. B. 173 Secretary
Samuel Butson Collector
Walter H. Morris, Drawer 5 Receiver
F. C. Parker, L. Box 173 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sundays at 2:30 P. M.

Byron B. Wilber, 901 W Johnson st. Master
F. Lawrence, 416 W Mifflin St. Secretary
John Harrington, 520 W Main St. Collector
Byron B. Wilber, 209 Park St. Receiver
Frank Lawrence, 416 W. Mifflin St., Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d Thursdays.

W. E. Sullivan, 2235 S. 6th St. Master
W. E. Bristol, 516, cor 5th and Maple Secretary
W. E. Sullivan, 2235 S. 6th St. Collector
C. C. Montgomery, 2012 Savanna Ave. Receiver
H. E. Slater, 90 Pacific St. Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.

Phil. C. Cramer, Box 68 Master
J. P. Collins, Box 256 Secretary
Phil. C. Cramer, Box 68 Collector
J. P. Collins, Box 256 Receiver
I. E. Goodin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.

G. W. Huffman, 810 S. Ringo St. Master
Albert Wade, 1316 North St. Secretary
William Smith, 206 S. Cross St. Collector
George Emery, 1006 North St. Receiver
Albert Wade, 1316 North St. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.

A. Cunningham, 1125 N. Fifth St. Master
E. W. Rowland, 901 E Capitol Ave. Secretary
Wilson Somerville, 705 S. 9th St. Collector
D. C. Webster, 1117 S. 8th St. Receiver
E. W. Anderson, 705 S. 9th St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.

Lawrence Murphy, 1474 Indiana Ave. Master
George Porter, 1509 Indiana Ave. Secretary
George Porter, 1509 Indiana Ave. Collector
Ben. Busch, 1803 Indiana Ave. Receiver
M. Jones, 1635 Wabash Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.

George C. Watt, 617 1st St. Master
J. V. Johnson, 413 Persimmon St. Secretary
W. C. McMillan, 206 State St. Collector
George C. Watt, 617 1st St. Receiver
A. G. Elbertson, 711 N. Adams St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.

E. J. Wilkins, 1330 E. William St. Master
Dan Dineen, 537 N. Broadway Secretary
Charles Hockery, 1643 E. William St. Collector
A. H. Sutton, 975 N. Water St. Receiver
E. J. Wilkins, 1330 E. William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M. and 2d and 4th Saturdays at 7:30 P. M.

Calvin M. Wolcott, 5001 State St. Master
W. H. Greene 4800 Dearborn st. Secretary
C. D. Dickerman, 5142 Dearborn St. Collector
T. G. Berry, 337 46th St. Receiver
F. C. Hannahan, 4067 Dearborn St.,
Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.

John S. Carson, Box 437, Station A, Springfield Master
Michael Gaffney, Box 277 Springfield Secretary
Geo. A. Hasler, Station A, Springfield Collector
John S. Carson, Box 437, Station A, Springfield Receiver
Michael Gaffney, Box 277, Springfield,
Magazine Agent

53. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., 1st and 3d Sundays at 2 P. M. and 2d and 4th Mondays at 7:30 P. M.

Charles Truman, 1318 Spear St. Master
W. A. McDonald, 1216 Smead St. Secretary
A. W. Cook, 1,712 George st. Collector
M. W. Jamison, 1,103 Broadway Receiver
M. Porter, 1323 High St. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 130 P. M.

A. E. Pearce, Box 1201 Master
T. J. Williams, 18 Pine St. Secretary
John McGaha, Moline, Kan. Collector
John C. Hadley, 22 Pine St. Receiver
E. Bryson, 326 West st. Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.

J. H. Stannard Master
R. P. Corrigan, Box 682 Secretary
M. Sullivan, Box, 1551 Collector
R. P. Corrigan, Box 682 Receiver
M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.

Jacob Fuches, L. & N. Shops Master
Jacob Wagner, L. & N. Shops Secretary
Jacob Wagner, L. & N. Shops Collector
A. S. Klyce, 115 Hill St. Receiver
Wm. Shanley, 238 High st. Magazine Agent

54. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.

W. E. Baldwin, L. Box 400 Master
Charles H. Runyan Secretary
Joseph J. Smith, Box 51 Collector
T. A. Newcomb Receiver
W. M. Colacott; Box 143 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Templar Hall, 724 Washington St., 2d and 4th Sundays at 10:30 A. M.

F. F. Derby, 16 Hotel Salem, Charlestown, Master
Sheridan Bisbee, 202 Harrison ave. Secretary
A. W. Spurr, 66 Hammond St. Collector
W. H. Bigelow, 10 Hotel Salem, Charlestown Receiver
H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.

Elmer E. Greeley Master
C. B. Cottrell Secretary
A. C. Thyle Collector
George B. Clark Receiver
Frank J. Puacock Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.

A. M. McMurray, Box 458 Master
S. R. Sexton, Box 330 Secretary
C. S. Walker, 124 Mechanic St. Collector
M. C. Donnelly, 216 E 3d St. Receiver
Wm. Chambers, D. & R. G. shops Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.
 James Wertz, 2018 N 3d St Master
 Howard Reeder, 1943 Lawrence St Secretary
 James Wertz, 2018 N 3d St Collector
 B. F. Petit, 1833 Marshall St Receiver
 B. F. Petit, 1933 Marshall St Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th Sts., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave Master
 P. McLaughlin, 709 Park Ave Secretary
 Geo. W. Klinefelter, 889 Agate St Collector
 Theo. T. Hart, 708 Tuscarora St Receiver
 J. Johnson, 176 Penna ave Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,
 Geo. P. Berry Master
 U. S. Van Dermark, Box 41 Secretary
 W. H. Brokenshire Collector
 A. M. Banks, Box 479 Receiver
 D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.
 H. J. Bohn, 501 E. Main St Master
 George H. Boyd Secretary
 E. E. Partlow, 713 N. Hazel St Collector
 B. M. Manion, 202 Collett St Receiver
 C. C. Stevens, 801 Collett St., Danville Junction Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 D. L. Davenport, 1521 E 8th St Master
 Chas. Forsyth, St. James, Minn Secretary
 Sidney Weir, 506 Iowa St Collector
 James Griffin, 419 Clark St Receiver
 L. Lampson Joint off Ill Central Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
 Frank Gillam, Box 235 Master
 Frank Chambers, Box 50 Secretary
 J. Evans, Box 498 Collector
 G. T. Bennett, Box 8 Receiver
 Thos. White, Winona, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.
 Victor Wensley, Box 51, Belleville Station, Master
 W. C. Curtis, Box 80, Belleville Station Secretary
 Wm. J. Logue Collector
 Wm. J. Logue Receiver
 Jas. Williamson, Belleville Station, Box 69 Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.
 John Ross, 9 Clarence Square Master
 Geo. E. Crowhurst, 206 Grange ave. Secretary
 P. Richardson, 148 Farley Ave Collector
 James Pratt, 172 Huron St Receiver
 D. Bracken, 689 King St. W Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.
 J. S. McCauley, Box 24 Master
 Richard Hall Secretary
 P. E. Keating, Box 62 Collector
 P. E. Keating, Box 62 Receiver
 Geo. W. Defoe Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.
 J. B. Hislop, Box 620 Master
 George Purvis, Box 620 Secretary
 J. G. Goodison, Box 206 Collector
 W. J. Dowell, Box 188 Receiver
 J. G. Goodison, Box 206 Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Monday at 2 P. M.
 J. H. Doan, Box 411 Master
 Charles S. Weller, Box 392 Secretary
 Albert N. Oden, Box 411 Collector
 T. E. Watts, Box 351 Receiver
 C. W. Slayter Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 3 P. M.
 Elmer E. Kerr Master
 W. W. Rowe, 45 Clinton St Secretary
 Howard Wickham Collector
 Irvin Baker, 88 Grove St Receiver
 Menzo W. Colyer, 24 Pine St Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
 Geo. W. Tash, 236 Senate St Master
 James L. Gibbs, Collingswood Secretary
 Geo. W. Austermyhl, 437 Mickle St Collector
 James L. Gibbs, Collingswood Receiver
 Geo. W. Tash, 236 Senate St Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d Sundays at 1 P. M. and 4th Thursdays at 7:30 P. M.
 James W. Mead, 75 Prospect St Master
 Thos. Loynd, 8 Glenwood St Secretary
 J. J. Cunningham, 29 Prescott St Collector
 Thos. Loynd, 8 Glenwood St Receiver
 W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
 Thomas Donahue, Box 421 Master
 Edwin J. Pearce, Box 421 Secretary
 G. B. Campbell, Box 421 Collector
 Edwin J. Pearce, Box 421 Receiver
 Chas. Justice, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons
 W. W. Jones, 6144 Franklin St., W. Philadelphia Master
 C. W. Reeves, 750 N 38th St., West Philadelphia Secretary
 John T. Findley, 3604 Fairmount Ave. Collector
 C. W. Reeves, 750 N 38th St., West Philadelphia Receiver
 J. T. Findley, 3604 Fairmount Ave., Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.
 Wm. Pannon, Box 67 Master
 W. C. Hall, Box 253 Secretary
 Harry Pearce Collector
 W. W. Hurd Receiver
 Geo. Adkins Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.
 Thos. N. Worth, 1,110 Converse St., N. Denver Master
 W. F. Brundage, 1216 Larimer St Secretary
 D. L. Marrs, 425 Beeche Ave., N. side Collector
 W. F. Brundage, 1216 Larimer St Receiver
 S. L. Kanaga, 2,401 Market St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.
 Frank Boltinghouse, 1,103 E. Third St Master
 J. P. Alcorn, 1,223 Engineer St Secretary
 J. P. Alcorn, 1223 Engineer St Collector
 Henry Anleitet, 1106 E. 5th St Receiver
 C. L. Van Etten, 233 E. Saline St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 Dan O'Donnell Master
 Charles E. Stone Secretary
 Charles E. Stone Collector
 Frank I. Carr Receiver
 John Underwood Magazine Agent

88. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.
 John S. Slick, 474 Sexton St. Master
 Geo. Waters, 202 Fifth St. Secretary
 Geo. J. Waters, 202 5th St. Collector
 Chas. S. Mason, 91 South St. Receiver
 P. G. Springer, 289 E Erie St.,
 Chicago Magazine Agent

81. FINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
 4th Sundays 2 P. M.
 W. J. Bain, Box 1,768 Master
 Allen Mintzer, L. Box 1881 Secretary
 George F. Watson Collector
 J. F. McGinnis Receiver
 Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets in I. O. O. F. Hall, 14 Washington Ave., 1st
 Saturday at 7:30 P. M. 3d Sunday at 2 P. M.
 Ernest B. Mayo, Oak Lake Eng. House Master
 W. E. Richmond, 820 N Girard Ave Secretary
 Robert J. Watson, Mt. Curve ave., bet.
 Knox and Logan ave Collector
 W. E. Richmond, 820 N Girard Ave Receiver
 Ernest B. Mayo, Oak Lake Eng.
 House Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at
 8 P. M.
 I. M. Dean, Box 590 Master
 George H. Tucker, Box 590 Secretary
 I. M. Dean, Box 590 Collector
 George H. Tucker, Box 590 Receiver
 Nick Phalar, Box 590 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th
 Sundays at 2:30 P. M., and 1st Monday at 7:30
 P. M.
 John Tighe, 79 Hart St Master
 James Burgess, 35 Irving St Secretary
 Frederick Voss, 108 Green St Collector
 E. C. Wilder, 50 South Ave Receiver
 R. E. James, 297 Marshall st Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O.
 F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, 1804 16th St Master
 Wash. Terrett, 17 16th St Secretary
 Wash. Terrett, 17 16th St Collector
 G. L. St. Bernhard, 5th Ave. S Receiver
 A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 Master
 William N. Roth, Box 458 Secretary
 George W. DeForest, Box 455 Collector
 William N. Roth, Box 458 Receiver
 D. A. Parker Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30
 P. M.
 Thomas F. Croake, Box 87 Master
 Ed. Smyth Secretary
 J. B. Robinson Collector
 T. P. O'Donnell Receiver
 Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman Master
 E. B. Hall Secretary
 Wm. Verry Collector
 Dennis J. Moore Receiver
 Dennis J. Moore Magazine Agent

89. CHEHA W; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall,
 over National Bank, Commerce St.
 E. L. Cranford, 79 Water St., Selma Master
 D. C. Hair, Box 435 Secretary
 J. F. Sugg Collector
 E. L. Cranford, 79 Water St., Selma Receiver
 W. H. McDade, Atlanta, Ga Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30
 P. M.
 Jas. C. Sharp, Box 704 Master
 Jas. A. Brewster, Box 645 Secretary
 Wm. Fleming, Box 645 Collector
 J. M. Walker, Box 645 Receiver
 C. E. Rhodes, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th.
 Tuesdays at 7:30 P. M.
 John A. Center, 322 Shotwell St. Master
 W. S. Runyon, 175 16th St Secretary
 Ed. F. Dougherty, 230 Shotwell St Collector
 W. F. Beck, 1106 Treat Ave Receiver
 W. S. Runyon, 175 16th St Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall,
 Jefferson Block.
 Charles H. Spath, 39 W Talman St Master
 M. H. Counsell, 16 E. 5th St Secretary
 James Whalen, 230 W. 7th St Collector
 James Whalen, 230 W. 7th St Receiver
 Thos. Bradley, 123 W. Cayuga St Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d
 and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St Master
 E. J. Kelly, 569 Ridge St Secretary
 John Burns, 518 Des Moines St Collector
 E. J. Kelly, 518 Ridge St Receiver
 J. Stanley, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and
 Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, L. Box 218 Master
 H. W. Brandt, L. Box 218 Secretary
 W. E. Butler, L. Box 218 Collector
 J. W. Hudson, L. Box 218 Receiver
 Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P.
 M., and last Sunday of each month, at 8:30
 A. M.
 D. M. Leavitt, 36 Temple St Master
 John J. Doyle, 165 W. Chicago ave Secretary
 J. F. Cantlon, 142 Front St Collector
 E. W. Wallbaum, 183 Milton Ave Receiver
 Allen Webb, Woodstock, Ill. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall,
 Main St.
 G. Leibtag, Box 695 Master
 Joseph Quinn, Box 695 Secretary
 L. M. Lockhart, Box 695 Collector
 Joseph Quinn, Box 695 Receiver
 M. R. Kerr, Box 635 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in B. of L. F. Hall, at corner Leroy and
 New Main Sts., every Friday evening
 Ed. Whitney, 1430 San Fernando St Master
 H. C. Forsyth, 117 N. Hayes St Secretary
 Wm. T. Curl, 1438 San Fernando St Collector
 Ed. Whitney, 1430 San Fernando St Receiver
 J. S. Gates, Mojave Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady Master
 H. J. Grubnau Secretary
 Fred Frolich Collector
 Edward G. White Receiver
 Veb. Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every
 Friday evening
 E. E. Pruyn, 41 1st Ave Master
 W. P. Couch, 24 Thompson Ave Secretary
 George Kingsley, 22 Upton Park Collector
 George Kingsley, 22 Upton Park Receiver
 C. A. Washburn, 9 Grand Ave Magazine Agent

- 400. ADAIR; Bowling Green, Ky.**
Meets in Wright's Hall, corner Main and Adams
Sts., every Monday at 2 P. M.
Wesley Alsup, Box 609 Master
Richard A. Potter, Box 609 Secretary
A. M. Freeman, Box 609 Collector
Richard A. Potter, Box 609 Receiver
D. J. Casey Magazine Agent
- 101. ADVANCE; Creston, Iowa.**
Meets in Firemen's Hall, 223 Pine St., every Sunday at 2 P. M.
John Igoe, Box 246 Master
Frank E. Giltner Secretary
Frank E. Giltner Collector
John Igoe, Box 246 Receiver
Frank Strunce Magazine Agent
- 102. CONFIDENCE; East Des Moines, Iowa.**
Meets in Druids Hall, 215 Walnut st., alternate Sundays at 2 P. M.
R. E. Nash, 1412 Grand ave Master
W. L. Carss, 849 W 13th St., West Des Moines Secretary
C. C. Woodard, 727 Court ave., Des Moines Collector
F. S. Payne, 500 E. Locust St., Room 18 Receiver
W. L. Carss, 849 W 13th St., West Des Moines Magazine Agent
- 103. FALLS CITY; Louisville, Ky.**
Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
S. Napper, 912 Magazine St Master
Chris. Ketterer, 710 18th St Secretary
Murray Cook, 912 Magazine st Collector
Chris. Ketterer, 710 18th St Receiver
Henry Blume, 1,000 10th St Magazine Agent
- 104. "OLD KENTUCKY;" Ludlow, Ky.**
Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.
Frank Robertson, Box 151 Master
J. H. Nic, Box 151 Secretary
Charles Heimberger, Box 151 Collector
Frank Robertson, Box 151 Receiver
Charles Heimberger, Box 151 Magazine Agent
- 105. PROGRESS; Chillicothe, Ill.**
Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.
F. W. Peterson, Box 2 Master
James Strahan Secretary
J. M. Lindemon Collector
L. E. Freeman Receiver
Frank D. Fenn, Box 8 Magazine Agent
- 106. KEY CITY; Dubuque, Iowa.**
Meets in Dotts Hall 2d and 4th Sundays at 2 P. M.
Joseph Chaloupka, 280 Queen St Master
Henry Quade 446 High St Secretary
Joseph Chaloupka, 230 Queen St Collector
D. W. Mason, 438 High St Receiver
C. E. Redmond, D. M. & St. P. Shops Magazine Agent
- 107. ECLIPSE; Gallion, Ohio.**
Meets in Zimmermann's Hall every Wednesday night.
August Gerhart, Box 196 Master
P. D. Gregg, Box 677 Secretary
Chas. D. Hoyt, Box 183 Collector
Chas. D. Hoyt, Box 183 Receiver
George Canaan, Box 386 Magazine Agent
- 10. PIONEER; Chama, New Mexico.**
Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.
Wm. J. Brown Master
Edward Bradley Secretary
Frank Wilson Collector
R. T. Pearson Receiver
John A. Simon, Antonito Colo. Magazine Agent
- 109. PEACE; St. Louis, Mo.**
Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
J. W. Reynolds, 2130 Gratiot St Master
L. Fisher, 2300 Scott Ave Secretary
L. Fisher, 2300 Scott Ave Collector
J. L. Pate, 2919 Caroline St Receiver
J. L. Pate, 2919 Caroline St Magazine Agent
- 110. OLD GUARD; Bucyrus, Ohio.**
Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
J. R. Gordon, L Box 235 Master
C. P. Collins, L Box 235 Secretary
William Fitzmaurice, L. Box 4, Corning Collector
W. C. Bruce Receiver
C. P. Collins, L Box 235 Magazine Agent
- 111. BEACON; Mattoon, Ill.**
Meets in K. of L. Hall, Sunday at 2:30 P. M.
P. J. Slagle, L Box 864 Master
W. P. Fitzgerald, L Box 846 Secretary
F. W. Neidheiser, Box 605 Collector
W. P. Fitzgerald, L. Box 846 Receiver
Geo. W. Coen Magazine Agent
- 112. EVENING STAR; Mt. Vernon, Ill.**
Meets in Odd Fellow's Hall, 2d and 4th Sundays, at 1:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
S. R. Wild Receiver
W. S. Summers Magazine Agent
- 113. CLARK-KIMBALL; Pocatello, Idaho.**
Meets in Masonic Hall every Monday at 7:30 P. M.
W. J. Ingling Master
John H. Hiller Secretary
John H. Shannon Collector
Frank Walton, Box 166 Receiver
G. VanDoozer Magazine Agent
- 114. BLACK HAWK; Keithsburg, Ill.**
Meets 1st and 3d Sundays at 2 P. M.
C. E. Mason Master
Wm. H. Weir Secretary
Jno. Anderson Collector
F. L. Venable Receiver
Wm. H. Weir Magazine Agent
- 115. GULF CITY; Galveston, Texas.**
Meets 1st and 3d Wednesdays in the Temple of Honor.
H. L. Briggs, Cor. 8th and Market Sts Master
Jno. Buckley, 19th and O $\frac{1}{2}$ Sts Secretary
Wm. Powell, 29th St. & Broadway Collector
H. L. Briggs, Cor. 8th and Market Sts Receiver
Wm. Powell, 29th St. and Broadway Magazine Agent
- 116. ST. CLAIR; Fort Gratiot, Mich.**
Meets in Engineer's Hall, 1st and 3d Sundays at 1:30 P. M.
J. N. Timens Master
R. J. Gee, 1004 Poplar St., Port Huron Secretary
R. J. Gee, 1004 Poplar St., Port Huron Collector
E. G. Hubbard, Box 127 Receiver
Samuel Carson, Box 198 Magazine Agent
- 117. BEAVER; London, Ontario.**
Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
S. T. Fletcher, 221 Maitland St Master
R. Hornsby, 154 Clarence St Secretary
S. T. Fletcher, 221 Maitland St Collector
John Dickson, 367 Simcoe St Receiver
Wm. Allan, 236 Clarence St Magazine Agent
- 118. STAR OF THE EAST; Richmond, Quebec.**
Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
Jas. Law, Richmond Station Master
Geo. A. Pearson, Richmond Station Secretary
Geo. A. Pearson, Richmond Station Collector
John Kelly, Richmond Station Receiver
Geo. A. Pearson, Richmond Station, Magazine Agent
- 119. COLONIAL; River du Loup, Quebec.**
Meets Wednesday and Thursday nights, alternately, in English School Room.
George Findlay, River du Loup Station Master
Louis D. Poulin, I. C. Ry. Station Secretary
Louis D. Poulin, I. C. Ry. Station Collector
W. H. Rougean, River du Loup Station Receiver
W. H. Rougean, River du Loup Station Magazine Agent

- 120. FORTUNE; Syracuse, N. Y.**
Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
E. F. McNulty, 615 W Fayette St Master
Simon Mangano, 730 Otisco St Secretary
L. G. Rouson, 165 Richmond St Collector
F. H. Livingston, 404 Jackson St Receiver
A. D. Collins, 812 Putnam St . . . Magazine Agent
- 121. FELLOWSHIP; Corning, N. Y.**
Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
James F. Roody, 338 E. Market St Master
Isaiah D. Wolcott, 2 Magee St Secretary
Isaiah D. Wolcott, 2 Magee St Collector
E. E. Everts, 150 E Erie Ave Receiver
C. F. Ramsdell, 301 Tioga Ave . . . Magazine Agent
- 122. FEDERATION; Pana, Ill.**
Meets in B. of L. E. Hall, Griffin block, every Sunday at 2 P. M.
A. C. Reiff Master
D. Stokes Secretary
Charles Royley Collector
Thos. H. Crowner Receiver
Wm. Wolf Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, 1402 Douglass St., every Wednesday at 8 P. M.
Albert Cole, 1719 Mason St Master
John Glynn, 1722 S. 6th St Secretary
J. D. Behrens, 810 Pierce St Collector
Albert Cole, 1719 Mason St Receiver
Wm. Millar, Randall House,
Beatrice, Neb Magazine Agent
- 124. PILOT; Perry, Iowa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
W. B. Howe Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
W. W. Ziley, Box 389 Receiver
W. B. Gage Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**
Meets in B. of L. F. Hall, 15 S Center St., 2d and 4th Sundays.
W. M. Gallup, 207 S. 1st Ave Master
J. P. Boyce, 408 S. Third St Secretary
J. P. Boyce, 408 S. Third St Collector
J. M. Larimer, 307 S 3d Ave Receiver
Ed. Miniter Magazine Agent
- 126. COMET; Austin, Minn.**
Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
B. C. Henry Master
E. H. Tallmadge Secretary
Thos. McFarlane Collector
W. A. Brossard Receiver
Wm. Ryan Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.
J. G. Jonah, 226 McWilliam st Master
H. English, 382 William St Secretary
G. M. Vansickle, 31 Isabel St Collector
Thomas Reece, 20 Gunnell St Receiver
W. J. Higgins, 1 Shultz St Magazine Agent
- 128. LANDMARK; Glendive, Montana.**
Meets in Coleman's Hall, every Tuesday at 7 P. M.
Geo. M. Brown Master
C. C. Smith, Box 58 Secretary
B. F. Brown Collector
James McKenzie, Forsyth Receiver
M. E. Colbert Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.
M. A. Harring, Box 525 Master
J. F. Burns, Box 716 Secretary
M. Quinn Collector
J. S. Rogers, Box 622 Receiver
Ed. McLean, Box 326 Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets in Firemen's Hall, 2d and 4th Sundays at 2 P. M.,
Con. S. McAuliffe, 451 Walke St Master
Bernard J. Fahl, Western Ave. and Wells St Secretary
Con. S. McAuliffe, 451 Walker St Collector
Con. S. McAuliffe, 451 Walker St Receiver
Edward Henretty, 559 8d Ave . . . Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.
A. R. Johnson, Box 211 Master
George L. Gearhart, Box 211 Secretary
A. R. Johnson, Box 211 Collector
M. E. Kenyon, Receiver
T. J. Spaford Magazine Agent
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meets in Odd Fellows's Hall, 1st and 3d Sundays 2:30 P. M.
Harry G. Poole, Box 386 Master
S. S. 'oleman Secretary
Stephen E. Calkins, Box 49 Collector
John H. Howell Receiver
E. G. Bates, Lake City, Ia Magazine Agent
- 133. SPRAGUE; Sprague, Wash.**
Meets in Engineers' Hall, every Saturday at 2:30 P. M.
J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
J. N. Stephens Collector
Geo. E. Kendall, Box 62 Receiver
T. J. Petersen Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**
Meets in Foster's Hall, every Sunday at 3 P. M.
W. C. Barney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**
Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
Colin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Colin McArthur Receiver
W. P. Sirsion Magazine Agent
- 136. J. SCOTT; Lindsay, Ontario.**
Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.
Thos. R. Wilkinson, Box 516 Master
Archie McArthur, Box 516 Secretary
Archie S. Edmunds, Box 516 Collector
John A. Watson, Box 516 Receiver
A. T. Granger, Lakeside Magazine Agent
- 137. PROTECTION; Eldon, Iowa.**
Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
George W. Wright Master
J. T. Hull, Box 375 Secretary
Geo. W. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent
- 138. UNION; Freeport, Ill.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
W. C. Ingraham Master
Harry Stanley, 101 Walnut St Secretary
P. H. Burns, 18 Float St Collector
George S. Showalter, 50 N. Galena ave Receiver
George S. Showalter, 50 N. Galena ave Magazine Agent
- 139. MT. WHITNEY; Tulare, Cal.**
Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
G. G. Hutchings, Box 335 Master
George E. Landes, Box 298 Secretary
G. G. Hutchings, Box 335 Collector
George E. Landes, Box 298 Receiver
Parker Barrett Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.

A. G. Archer Master
W. S. Brewster Secretary
J. W. Hardy, L Box 569 Collector
Henry Wise, L Box 569 Receiver
S. W. Seelinger Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of L. F. Hall at 79 Calhoun St., Mondays at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
H. E. Kilpatrick, 142 N. Cass St. Secretary
J. H. Westerman, 20 Buchanan St. Collector
W. R. Fredericks, 415 S Lafayette St. Receiver
Thos. Brown, 139 Montgomery St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets at 329 Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.

Albert S. Mead, Air Line Junction Master
B. I. Ross, Penn. Engine House E. Secretary
G. W. Neeser, 406 Broadway Collector
Fred. E. Bittman, 713 S Erie St. Receiver
J. G. Hoffstatter, Air Line Junction Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in California Hall, 1,015 Clay St., every Saturday.

T. L. Davis, 1232 Encinal Ave., Alameda Master
A. J. Clark, Box 268 Oakland Secretary
T. J. Roberts, 1,830 William St., Oakland, Collector
C. Sellander, 963 4th Ave. East Oakland, Receiver
E. P. Woods, Box 317 Berkeley, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 1st and 3d Sundays at 2 P. M.

Wilnot Keith Master
Wm. Hamilton, Dalhousie Secretary
A. J. McDonald Collector
A. B. Thomson Receiver
Wm. Hamilton, Dalhousie Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.

R. Nicholson, 319 10th St. Master
Edward Beere, 203 Burleson St. Secretary
Edmond Lowe, cor. Sherman and Hackberry Sts. Collector
Edward Beere, 203 Burleson St. Receiver
H. A. Donaldson, 117 River Ave. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.

D. M. Moody, 101 Hardy St. Master
L. D. Sherfy, 29 Conti St. Secretary
Chas. F. Miller, S. P. Shops Collector
Ed. Wheeler, 29 Conti St. Receiver
J. P. Monaghan, 13 Vine St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.

R. Robinson, Box 105 Master
James Conney, Box 105 Secretary
W. T. McGinnis, Box 105 Collector
W. W. Short, Box 105 Receiver
H. C. Belt Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.

Mike Bannan, Box 416 Master
S. F. James, Box 416 Secretary
C. W. Rankin Collector
M. E. Stafford, Box 488 Receiver
J. W. Bain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.

James F. Hough, 1418 Ave. A Master
P. A. Donahue, 811 W 55th St. Secretary
Robert T. Roscoe, 1858 3d Ave. Collector
Albert H. Hawley, 201 W 141st St. Receiver
Chas Cowdrick, 2428 2d Ave. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 2d Sts., 2d and 4th Sundays at 2 P. M.

Fred. D. Fletcher, 212 Garden St. Master
Wm. Charlesworth, 240 W. Washington St. Secretary
Abe Switzer Collector
Wm. D. Reany, 416 W Washington St. Receiver
Wm. Thomas, 448 Bluff St. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.

Alexander McGilvery, 98 Elgin St. Master
Wm. Perkins, 150 Wellington St. Secretary
Wm. Broughton, 18 Inchbury St. Collector
William F. Baines, 180 Queen St. Receiver
William Broughton, 18 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.

W. A. Maguire Master
Frank E. Ayers, Box 104 Secretary
Frank Potter Collector
Thos. A. Weir, Kirby House, Saginaw, Receiver
Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.

W. B. Lane, 202 Hill St. Master
J. B. Martin, 401 S. Broadway Secretary
H. L. Wright, 11 S. Barbee St. Collector
J. T. Helman, 114 N Broadway Receiver
J. M. Parmley, 102 1st and Barbee Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.

R. W. Cameron, Box 141 Master
Ed. K. Brehl Secretary
J. E. Flint, Box 819 Collector
M. A. Lea, Box 77 Receiver
C. C. McFadden, 717 E 2d st., Ottawa, Kan. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.

Ed. S. Wetherbee, 417 W 48th St. Master
William J. Campbell, 2546 8th Ave. Secretary
William J. Campbell, 2546 8th Ave. Collector
C. C. McGrane, 280 West 117th st. Receiver
J. L. McGrane, 2358 8th Ave. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.

W. E. Randolph, Box 256 Master
N. F. Colbert, Box 256 Secretary
M. T. Byrnes, Box 256 Collector
J. C. Potter, Box 256 Receiver
J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall every Sunday at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.

B. E. Flaherty Master
F. P. Stutesman, L Box 807 Secretary
Geo. H. Smith Collector
M. E. Whetzel Receiver
F. E. O'Connell Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.

Chas. E. Matteson, 187 Welsh Ave Master
A. Edmiston, 288 Ripelle St. Secretary
John W. Lee, 647 Congress St., E Collector
Ed. Heidenrich, 124 Hastings St. Receiver
Jesse B. Dodge 336 Livernois ave. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.

J. A. Parrish, 802 Berry St., East Master
R. H. Powell, 500 Meridian St. E. Secretary
R. H. Powell, 500 Meridian St. E. Collector
S. P. Whitlitt, 935 So Summer St. Receiver
H. P. Bledsoe, 205 Berry St., E. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 8d and Main Sts., 2d and 4th Sundays at 2 P. M.
 Morris Hoffman, 805 Olive St. Master
 B. T. Skinner, 1,508 Walnut St. Secretary
 E. F. Stiker, 1,611 Division St. Collector
 F. W. Hunter, 1,044 Main St. Receiver
 H. P. McLeish, 1010 Chestnut Street, Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 J. D. Hawksworth, 2008 Madison St. Secretary
 J. A. Richards, 1117 S 8th St. Collector
 J. D. Hawksworth, 2008 Madison St. Receiver
 J. A. Richards, 1117 S 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S Main St. Master
 J. C. Doty, 311 Harrison St. Secretary
 Theo. Snader, 510 Sixth St. Collector
 D. F. Wagner, 326 Jefferson St. Receiver
 Sam. E. Ivey, Box 973 Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim. Corder, Box 212 Master
 Eugene Hartnett Box 212 Secretary
 D. B. Rathfon, Box 212 Collector
 D. B. Rathfon, Box 212 Receiver
 Dewitt Hope, Box 212 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derck, Box 202 Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.
 J. E. Brombaugh Master
 G. W. Adams, Box 166 Secretary
 George B. Richason, Box 283 Collector
 Albert I. Routh Receiver
 G. W. Adams, Box 166 Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.
 C. M. Keller, Box 619 Master
 J. P. McCaulay, Box 340 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 993 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 Chas. W. Bryan Master
 W. J. Garson Secretary
 Chas. W. Bryan Collector
 Hugh Farmer Receiver
 H. P. Smith, Wallula, Wash. Ter., Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 Fred. Strinemann Master
 J. E. Wells, 416 Avon St. Secretary
 George Brewer, 408 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Thos. Cawley, 522 Mill St. Receiver
 Frank M. Barker, 713 George St. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 H. H. Sweet, 51 Elm St. Master
 V. C. Randolph, 79 River St. Secretary
 A. H. Spencer, 18 Elm St. Collector
 A. H. Spencer, 18 Elm St. Receiver
 W. A. Saylor, 165 Canisteo St. Magazine Agent

170. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 8 P. M.
 George E. White, 357 E 3d St. Master
 John Mills, 651 Beach St. Secretary
 Thos. C. Lauters, 520 Utah St. Collector
 Frank Booth, Room 1, Houghton blk. Receiver
 Ed. Sampson, 1038 6th St. Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Hall 1st Saturday and 4th Thursdays.
 John J. Furguson Master
 Thos. W. Hennessy, Box 167 Secretary
 Peter Fraser Collector
 Jas. A. Sproull, Box 27, Stellarton Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 G. W. Hawley, 44 Lorne ave Master
 Mills Foster, Rochester, P. O. Secretary
 H. A. McCauley, Hintonbury Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Tim Brennan, Mt. Sherwood P.O. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 G. W. Greenwood Master
 Wm. J. Burke Secretary
 Simeon Frost, Coolidge, N. M. Collector
 Wm. J. Burke Receiver
 Wm. J. Burke Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sibley's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.
 Ed. E. Ewing, cor. Front and Boas Sts. Master
 W. H. Morne, 1504 N 6th st. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
 Ben. Tobin, 228 Indiana Ave Master
 James Kelsey, 348 E. Main St. Secretary
 Willis Stone, Gay St. E. Collector
 Lorane Hogue, 54 N. Arch St. Receiver
 Lorane Hogue 58 N. Arch St. Magazine Agent

176. MAIN LINE; Clifton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 65 Master
 W. F. Gorman, Box 295 Secretary
 W. F. Gorman, Box 295 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 Geo. M. Lovett Master
 H. M. Worthington, Box 184 Secretary
 Geo. C. Sparks, Box 184 Collector
 M. H. Neal, Box 184 Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
 T. J. Buckley, 223 S. 4 W. St. Master
 J. F. Keim, 701 W 1st S St. Secretary
 E. L. Hawkins, 419 W 5th S. St. Collector
 W. C. Wightman, Juah Station Receiver
 E. L. Hankins, Blake Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.
 J. W. Barber, University Place Master
 J. K. Robinson, 718 H St. Secretary
 J. W. Barber, University Place Collector
 J. K. Robinson 718 H St. Receiver
 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
 M. J. Kiley, 602 Jefferson Ave. Master
 Wm. O'Connell, 2,017 Poplar St. Secretary
 David Meehan, I. C. R. B. Shops Collector
 M. J. Kiley, 602 Jefferson Ave. Receiver
 G. H. Shaw, 2,007 Commercial ave. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Nicholson Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hiltker, Miles' Grove Master
 A. H. Gifford, 221 W 18th St. Secretary
 A. H. Gifford, 221 W 18th St. Collector
 T. F. Ray, cor 19th and Chestnut s's Receiver
 Geo Haybarger, cor 16th and Chestnut sts. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 W. H. Jayred Master
 W. H. Cross Secretary
 J. B. Calvin Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 Jacob Bowsher, 496 S Tanner St. Master
 M. R. Lacy Secretary
 Jacob Bowsher, 496 S Tanner St. Collector
 Jas. Lewis, 933 Elizabeth St. Receiver
 Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 Dan Durke, Box 311 Master
 L. S. Lytle, Box 326 Secretary
 J. T. McGee, Box 311 Collector
 C. L. Webster, Box 311 Receiver
 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 3613 La Salle St. Master
 Jas. Manning, 711 47th St. Secretary
 John Nolan, 327 Dearborn St. Collector
 Jas. Everett, 4219 School St. Receiver
 Wm. Baker, 5021 Aberdeen St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Federation Hall, every Sunday at 7 P. M.
 John W. Parsons Master
 M. Hudleson Secretary
 Frederick L. Patton Collector
 John W. Parson Receiver
 W. H. DeShane Magazine Agent

188. S. S. WEBBILL; Chicago, Ill.

Meets in Michle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 E. P. Tobias, 39 Fairfield Ave. Master
 Walter Karch, 910 Fulton St. Secretary
 Chas. Benjamin, 49 Maplewood Ave. Collector
 Lewis L. Gay, 675 Park Ave. Receiver
 L. P. Smith, 650 Fulton St. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, 723 S. Jefferson St., Green Bay Collector
 Martin Sheehy Receiver
 J. T. La Haie, Grand Rapids Magazine Agent

190. FERGUSON; Mitchell, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 Oscar W. Merwin, Box 189, Sanborn, Ia. Collector
 Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
 Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 James Martin, L. Box 6 Mastey
 Forrest Bullard, Box 51 Secretary
 Walter F. Jellison Collector
 H. E. Conger Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.
 Frank S. Stevens, 1201 A St. Master
 J. Cartwright, Pennsylvania House Secretary
 Frank S. Stevens, 1201 A St. Collector
 Phillip Green, 1516 Pacific Ave. Receiver
 George Ames, 2314 Jefferson Ave. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
 W. Hays. Albina Master
 J. F. McQuade, Box 287 Secretary
 E. J. Stroud, Box 287 Collector
 D. J. Byrne, Box 287 Receiver
 D. J. Byrne, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30 P. M.
 C. M. Doucett, Box 181 Master
 W. I. Hannan, Box 101 Secretary
 C. N. Baird, Box 369 Collector
 George C. Slade Receiver
 C. N. Baird, Box 369 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Chas. H. Thompson Master
 Chas. C. Hammond Secretary
 Joseph Bagley Collector
 James Duffy Receiver
 James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 Chas. E. Phelan, Box 330 Master
 S. W. Burdick Box 330 Secretary
 George Laughton, Box 330 Collector
 John Nelson, 312 W. 7th St. Receiver
 Harry C. Newell, 221 E 12th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at 1:30 P. M. in B. of L. E. Hall, Law's Building.
 James Bailey Master
 Sam McCormac, Box 309 Secretary
 Leonard Hulbert Collector
 James Bailey Receiver
 A. M. Johnson, Box 337 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50 1/2 State St. Master
 H. P. Bayley, 15 State St. Secretary
 W. T. Clark, cor. Hester St. & Ford ave. Collector
 W. Y. Dennis, 31 W. Seminary St. Receiver
 H. G. Ferris, 35 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.
 David Heinselman, 313 Henrietta St. Master
 W. B. Wiseman, 1101 Oak St. Secretary
 M. J. Hallisy, 549 Crossman Ave. Collector
 W. B. Wiseman, 1101 Oak St. Receiver
 A. C. Clemens, 947 Sheehy St. Magazine Agent

200. FAITH; Meridian, Miss.
Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
Henry Slager, N. O. & N. E. shops . . . Master
W. H. Armstrong, L Box 470 . . . Secretary
John H. Woodruff, 3129 5th St . . . Collector
Simon F. Baker, 423 41st Ave . . . Receiver
Simon F. Baker, 423 41st Ave . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.
Meets every in K. of P. Hall Saturday at 7 P. M.,
J. D. Bledsoe . . . Master
James Gaffney . . . Secretary
W. J. Teague . . . Collector
Robert McKinley . . . Receiver
W. F. Quinn, M. & O. shops . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.
Meets in Clough's Hall, 1st Sunday at 2:30 P. M.,
and 3d Monday at 7 P. M.
Sinnet A. Barker 495 2d St . . . Master
Lewis R. Gettle, jr., 86 N Sugar St . . . Secretary
Wm. Cutter, Box 320 . . . Collector
J. H. Brandenburg, 143 Hearn St . . . Receiver
W. P. Matthewson . . . Magazine Agent

203. GARFIELD; Garrett, Ind.
Meets in G. A. R. Hall, every Sunday at 2 P. M.
M. W. Smith, Box 169 . . . Master
S. P. Phillips Box 36 . . . Secretary
J. M. Whitman, Box 26 . . . Collector
V. B. Moughlor, Box 73 . . . Receiver
G. W. Artis, Box 103 . . . Magazine Agent

204. COTTON BELT; Jonesboro, Ark.
Meets in Stacy Hall, every Wednesday at 7:30 P. M.
William E. Dixon . . . Master
L. D. Roberts, L Box 165 . . . Secretary
William E. Dixon . . . Collector
L. D. Roberts, L Box 165 . . . Receiver
J. H. Lambert, Box 100 . . . Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Christ. McGinnis, 16 State St. . . . Master
Thos. Norwood, 229 Jefferson St . . . Secretary
E. H. Powell, 405 Lake St . . . Collector
Christ. McGinnis, 16 State St . . . Receiver
John R. Mullins, 116 Monroe St . . . Magazine Agent

206. FORT PICKERING; Memphis, Tenn.
Meets in Miller's Hall, Cor. 5th and Jackson Sts.,
every Tuesday at 7:30 P. M.
Thos. Cosgrove K.C.M. & B. round house . . . Master
D. L. Forsyth, 83 Market St . . . Secretary
J. E. Smithers, 58 Florida Ave . . . Collector
D. L. Forsyth, 83 Market St . . . Receiver
Thomas Cosgrove, K.C.M. & B. Round House . . . Magazine Agent

207. LOYAL; Nashville, Pa.
Meets in Arcanum Hall, every Wednesday evening.
S. H. First, 900 Water St. . . . Master
F. H. Nichols, 1025 Water St . . . Secretary
Thomas Newberry, 357 E Center St . . . Collector
George A. Oster, 347 Poplar St . . . Receiver
H. J. Frenatt, 783 Garden St . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.
Meets in Doran's Hall every Tuesday at 7:30 P. M.
John Hile . . . Master
W. P. Emery, Box 877 . . . Secretary
C. Anderson, Box 837 . . . Collector
W. P. Emery, Box 877 . . . Receiver
C. A. Allen . . . Magazine Agent

209. SARATOGA; Whitehall, N. Y.
Meets in Breet's Hall, alternate Sundays.
W. R. Combs, Box 56 . . . Master
J. W. Farrar, Box 361 . . . Secretary
Henry W. Collins, Box 274 . . . Collector
W. R. Combs, Box 56 . . . Receiver
Mike Bradshaw . . . Magazine Agent

210. 16-K; Schenectady, N. Y.
Meets in McCamus Hall every other Thursday.
John W. Vrooman, Box 497 . . . Master
C. R. Weekes, Box 497 . . . Secretary
John W. Vrooman, Box 497 . . . Collector
J. E. Van Vranken, Box 497 . . . Receiver
H. Maloney, Box 497 . . . Magazine Agent

211. ONOKO; South Easton, Pa.
Meets in Bragg's Hall, 1st and 3d Sunday at 8 P. M.
Stewart Bowers, 946 Wilkesbarre St . . . Master
C. L. McKee, 208 8 5th St., Easton . . . Secretary
James R. Morris, 711 Wilkesbarre St . . . Collector
A. J. Mickle, 725 Berwick St . . . Receiver
D. W. Henry, 445 Wilkesbarre St . . . Magazine Agent

212. EMPIRE; Watertown, N. Y.
Meets in Good Templars' Hall 2d and 4th Sur days.
T. H. Lynch, 101 Factory St . . . Master
Geo. D. Ackerson, 42 Coffeen St . . . Secretary
S. G. Wells, 28 Meadow St . . . Collector
F. C. Nichols, 28 Meadow St . . . Receiver
W. Graham, 80 Arsenal St . . . Magazine Agent

213. WEST SHORE; Syracuse N. Y.
Meets in Doolittle Hall, Pine St., alternate Sundays.
James H. Allison, 103 Henderson St . . . Master
Carl E. Blanchard, 142 Oak St . . . Secretary
Patrick Conlon, 410 Renwick Ave . . . Collector
Edward Davis, 140 Oak St . . . Receiver
J. L. Sullivan, 103 Henderson St . . . Magazine Agent

214. ORIOLE; Baltimore, Md.
Meets in Bernyn Hall, on 1st St. 2d and 4th Sundays.
Jno. H. Baker, 1707 Maryland Ave . . . Master
J. W. Akehurst, 442 Federal St . . . Secretary
Geo. F. Shuman, 515 3d Ave., Hampden City . . . Collector
Geo. C. Yeagy, 448 Federal St . . . Receiver
T. C. Lambden, 1309 Valley St . . . Magazine Agent

215. EAST ALBANY; East Albany, N. Y.
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Victor D. Rhodes, 439 Broadway . . . Master
J. W. Reed, 105 2d St . . . Secretary
Wm. A. Buckbee, 52 Pine St . . . Collector
Chas. J. Wriker, 17 Glenn St . . . Receiver
V. D. Rhodes, 439 Broadway . . . Magazine Agent

216. BLACK RIVER; Lorain, Ohio.
Meets in K. of P. Hall, Bensor Block, 2d and 4th Sundays at 12 o'clock noon.
J. C. Crouch, L. Box 1134 . . . Master
John J. Wright . . . Secretary
J. C. Crouch, L. Box 1134 . . . Collector
Thomas Burns . . . Receiver
John W. Graybill, Bridgeport . . . Magazine Agent

217. HEADLIGHT; Brazil, Ind.
Meets in K. P. Hall, 2d and 4th Sunday after noons.
Elmer P. Collins, Box 175 . . . Master
Thos. Shanahan . . . Secretary
Henry Barnett . . . Collector
Elmer P. Collins, Box 175 . . . Receiver
Charles Davis . . . Magazine Agent

218. PIKES PEAK; Colorado City, Colo.
Meets every Sunday at 12:30 P. M.
Clayton Colvin . . . Master
Richard Griffith, Box 263 . . . Secretary
Wm. Michie . . . Collector
Richard Griffith, Box 263 . . . Receiver
E. Taylor, Box 152 . . . Magazine Agent

219. SMOKY CITY; Allegheny, Pa.
Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
J. L. Phillips, 234 Locust St . . . Master
Geo. R. Fletcher, 307 Allegheny Ave . . . Secretary
Samuel Overlander, 36 Bidwell St . . . Collector
H. B. Shaffer, 203 Locust St . . . Receiver
U. H. Simpson, 403 Franklin St., Magazine Agent

220. PROVIDENT; Sanbury, Pa.
Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.
A. C. Mitchell, Box 212 . . . Master
J. H. Kemberling, Box 212 . . . Secretary
H. W. Shoffstall, Box 212 . . . Collector
C. C. Bowen, Box 212 . . . Receiver
John F. Walls, Box 212 . . . Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 William H. Forbes Master
 J. W. Gray, L. Box 39 Secretary
 F. Burgess Collector
 J. McMillan Receiver
 Wm. Shortman, Box 59 Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in B. of L. E. Hall, 2d and 4th Sundays.
 Jacob A. Fessler Master
 O. G. Anderson, Box 49 Secretary
 M. McKiver Collector
 Homer M. Rhodes, Box 499 Receiver
 A. W. Nunns, Box 299 Magazine Agent

223. POTTAWATOMIE; Junction City, Kan.

Meets in A. O. U. W. Hall Sundays at 2 P. M.
 R. W. Spragg, Box 518 Master
 John H. Kane, Box 518 Secretary
 F. E. Easterday, Box 518 Collector
 Jas. M. Sanders, Box 518 Receiver
 Alvin W. Roe, Box 518 Magazine Agent

224. T. C. BOOEN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 8 P. M.
 Abe Vogel, 524 19th Ave N. Master
 O. O. Wood Secretary
 John Mourman Collector
 Abe Vogel, 524 19th Ave N. Receiver
 Marcellus Hill, Box 547 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 T. L. Dummmond Master
 Wm. T. Reid Secretary
 Milo A. Bryant Collector
 Joseph Fregeau Receiver
 Joseph Fregeau Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 818 Preston St., Dallas Master
 W. M. Nicol, L. Box 230 Secretary
 J. Barry, H. & T. C. R. R. Shops Collector
 W. M. Nicol, L. Box 230 Receiver
 J. Hyndman, H. & T. C. Shops Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
 Theo. Haskins, 8 Birdsell St. Master
 T. W. Campion, 42 Robinson St. Secretary
 Robert Rothrock, Cemetery St. Collector
 Theo. Haskins, 3 Birdsell St. Receiver
 G. B. Warner, 80 Lewis St. Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 832 Lackawanna Ave. 1st and 3d Sundays at 2:30 P. M.
 R. S. Gillingham 128 10th St., Hyde Park Master
 Wm. H. Brutzman, 329 Franklin Ave. Secretary
 Albert J. Thomas, 317 S Hyde Park Ave. Collector
 Hyde Park Receiver
 Ed. H. Beldin, 532 Webster st Magazine Agent
 L. Firestin, 818 Hampton St Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2:00 P. M.
 J. J. Quirk, cor. Mary and Albany Sts Master
 Chas. A. Pease, 102 Broad St. Secretary
 John A. Weigand, 82 Hubble St Collector
 Chas. A. Pease, 102 Broad St Receiver
 Fred Ebensperger, 159 Catharine Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 208 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
 William H. Bagley, 541 Clinton Ave Master
 Courtland Maher, 11 Prospect Ave Secretary
 Luke F. Kelly, W. Albany Collector
 Jas. J. Gill, 291 1st St Receiver
 Wm. C. Booth, 783 Livingston Ave Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in B. of L. F. Hall, corner 3d and Market Sts., 1st and 3d Sundays at 2:30 P. M.
 Geo. F. Fagan, 407 S. Jackson St Master
 G. H. Larimore, 918 Poplar Sts Secretary
 L. L. Sargent, 618 W. 4th St. Collector
 E. M. Sargent, 618 W. 4th St Receiver
 Jacob Z. Orr, 328 E. Second St. Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in A. O. H. Hall 2d Monday and 4th Wednesday nights.
 T. F. Farrell Master
 Fred. H. Davis, 17 Sprague Ave Secretary
 H. B. Weeden, 281 North St. Collector
 Chas. E. Ward, 79 Wisner Ave Receiver
 M. J. Quinn, Norwich Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3rd Sunday afternoon.
 Henry Snider, Box 376 Master
 Geo. W. Speer Secretary
 William H. Gay Collector
 Alfred Wood, Box 376 Receiver
 Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets in Welsh Bros.' Hall at cor. 28th St. and Penn Ave., alternate Sundays, at 2 P. M.
 R. O. Ferron, 2903 Penn ave Master
 J. G. Gray, 38th St., above Penn Ave. Secretary
 Wm. J. Adams, Box 213 Wilkensburg Collector
 Jos. W. Graham, 2,907 Penn Ave Receiver
 Jos. Graham, 2,907 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.
 W. E. Lyons Master
 J. P. Lear, Box 17 Secretary
 T. E. Cobbs Collector
 R. P. Boyd Receiver
 T. E. Cobbs Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sundays.
 M. J. Kennedy, 549 W. Ohio St., Chicago Master
 Wm. Hartigan Secretary
 David Leavitt Collector
 Thaddeus Chew Receiver
 G. J. Rowbottom, 168 Avers Ave., Chicago, Ill. Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
 J. P. Wesley, 1105 Broadway Master
 W. E. Paley, 1,115 Broadway Secretary
 J. P. Wesley, 1105 Broadway Collector
 C. F. Swanson, 716 Court St. Receiver
 C. P. Boyd, 125 N 13th Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Firemen's Hall, 51 N. Lake St., 2d and 4th Sundays at 1 P. M.
 James B. Healy, Elmwood Place Master
 Fred R. Jaynes, 18 N. Liberty ave Secretary
 Thos. F. Barker, 281 E Central Ave. Collector
 Benj. Detleback, 381 E Central Ave Receiver
 T. J. O'Connor, 167, E. Winter St. Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
 George Hastings, cor. Orange and Grove Ave Master
 M. A. Henry, 327 Quarry St Secretary
 R. J. Black, N. Elm Ave Collector
 M. A. Henry, 327 Quarry St Receiver
 Edward J. Coy, 523 E Main St. Magazine Agent

241. LAKE ERIE; Buffalo, N. Y.
Meets in B. of L. E. Hall, 421 S. Division St., Alternates Fridays, at 7:30 P. M.
Daniel E. Barry, 552 Swan St. Master
P. W. Springweiller, 145 Monroe St. Secretary
P. W. Springweiller, 145 Monroe St. Collector
I. H. Crossman, 500 Swan St. Receiver
F. H. Goodenough, 653 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.
Meets in Redmen's Hall, 1st and 3d Sundays at 2 P. M.
John Finlay, Jr., 506 Fulton St. Master
Harry F. Millins, 851 Magee St. Secretary
J. Hungerford, 325 Norton St. Collector
Harry F. Millins, 851 Magee St. Receiver
Percy P. Davies, 519 Penn Ave. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.
Meets 1st and 3d Sundays at 9 A. M. over B. of L. F. Hall, Ohio Block.
J. S. Evans, Eylan. Master
W. F. Rowe, Box 210, Texarkana, Ark. Secretary
E. H. Evans, Bonham. Collector
C. J. Neff, Texarkana, Ark., Box 64. Receiver
C. J. Holmes, Bonham. Magazine Agent

244. T. P. O'BURKE; Chicago, Ill.
Meets in Schwerdt's Hall, 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30 P. M.
P. C. Winn, 225 Blue Island Ave. Master
G. M. Whitmore, 1148 S. Grenshaw St. Secretary
E. Atkins, 2549 30th St. Collector
Chas. J. Lynch, 502 Robey St. Receiver
Elmer E. Crawford, 5890 School St. Magazine Agent

245. GEORGIA; Savannah, Ga.
Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay Sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
J. R. Stelts, 64 W. Broad St. Master
Adam Hutton, 271 Bull St. Secretary
Adam Hutton, 271 Bull St. Collector
John Murphy, Gallard St., 3 doors from Burrough St. Receiver
C. Z. McArthur, C. R. R. shops. Magazine Agent

246. MACON; Macon, Ga.
Meets in M. & W depot every Sunday.
J. I. Davidson, Congress St. Master
T. K. Jordan, cor. 3d and Boundary Sts. Secretary
W. H. Lofey, 704 3d St. Collector
E. P. Almy, cor. 3d and Boundry Sts. Receiver
H. Swansburger, 1425 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.
Meets in K. of P. Hall, every Sunday at 2 P. M.
W. H. Hollingsworth, R. & D. R. R. Shops. Master
Geo. W. Manning, 53 W. Simpson St. Secretary
T. E. Landen, W. & A. shops. Collector
Chas. W. Fisher, 106 E Simpson St. Receiver
J. C. Burnett, 79 Davis St. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.
Meets in K. of H. Hall, 2d and 4th Sundays at 1:30 P. M.
William Rose. Master
John C. Espy, Box 305. Secretary
Dan. L. Cook. Collector
Wm. M. McGregor, Box 416. Receiver
H. S. Redhead, Box 226. Magazine Agent

249. CALUMET; South Chicago, Ill.
Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon. Master
R. J. Aspin. Secretary
Robert Cross. Collector
Alexander Melville. Receiver
P. F. Roach. Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.
Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
E. L. Riley, Box 112 Ashley. Master
Peter Becker, 15 Ralph St. Secretary
E. H. Digory, Box 180, Kingston. Collector
Charles VanWhy, Box 73 Ashley. Receiver
Elmer E. Butz, Ashley. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.
Meet in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.
Wm. H. Spencer, Box 275. Master
John McAllister, Jr., Box 176. Secretary
Lafayette Wildoner, Box 275. Collector
Charles Roberts, Box 275. Receiver
Wm. H. Spencer, Box 275. Magazine Agent

252. COLUMBIA; Columbia, Pa.
Meets in Fendrich's Hall, 2d and 4th Mondays at 7:30 P. M.
J. C. Strawbridge, 709 Locust St. Master
Lafayette Fridy, Box 692. Secretary
Joseph Dennison, 640 Chestnut St. Collector
Martin M. Hinkle, 711 Walnut St. Receiver
H. A. Bennett, Box 581. Magazine Agent

253. TRENTON; Trenton, N. J.
Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.
Chas. W. Scott, 24½ Grant Ave. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.
Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
W. T. Mahoney. Master
A. F. Dickinson, Norfolk, Neb. Secretary
H. F. Reinohl, Box 524. Collector
P. J. Farrell. Receiver
J. T. Heatwole. Magazine Agent

255. CANAL CITY; Arkansas City, Kan.
Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.
James M. Zorn. Master
W. S. Ballou, 704 S. C St. Secretary
J. E. Drennan. Collector
Samuel S. Small. Receiver
Charles Stuart, Purcell, Ind. Terr. Magazine Agent

256. HIGH LINE; Como, Colo.
Meets in Slater's Hall every Sunday, at 2:30 P. M.
Joseph McMahan. Master
M. D. Finn, Box 113. Secretary
J. B. Clark. Collector
M. H. Lintz. Receiver
M. H. Lintz. Magazine Agent

257. KIT CARSON; Raton, New Mexico.
Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
Charles Miller, Box 56. Master
Anbyn W. Allison, Box 218. Secretary
John W. Cullen. Collector
James R. Smith, Box 187. Receiver
J. McPherson, 111 Kansas ave., Trinidad, Colo. Magazine Agent

258. RENO; Nickerson, Kansas.
Meets in Odd Fellows' Hall every Thursday evening at 7:30.
Edward Norton. Master
Chas. W. Arnold, L. Box 29. Secretary
John M. Green. Collector
Fred. Shirk. Receiver
Oliver Newland. Magazine Agent

259. D. J. CHASE; Ashland, Wis.
Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.
William Buckley, 316 Third Ave E. Master
William Buckley, 316 Third Ave. E. Secretary
Ferd Godfrey, Box 929. Collector
William Buckley, 316 Third Ave E. Receiver
J. M. Rummel, Merchant's Hotel. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.
Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.
G. E. Hanford, 1730 O St. Master
Ralph Smith, Box 107. Secretary
J. F. Hickey, Box 107. Collector
C. W. Osborne, Box 107. Receiver
H. C. Carragher, 321 P. St. Magazine Agent

361. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 A. L. Crew Master
 John J. McInnis, Box 119 Secretary
 Charles McDonald Collector
 Chas. D. Martin Receiver
 John J. McInnis, Box 119 Magazine Agent

362. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.
 Fred. A. Sproule Master
 John T. Neilson, jr., 47 Medland St. Secretary
 William Hyndman, Box 61 Collector
 James Mahoney Receiver
 Wm. B. Ritchey, 41 Hook Ave. Magazine Agent

363. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M.
 S. M. Bridgewater, Box 10 Master
 E. P. Curtis, L. Box 72 Secretary
 W. H. Pipkin, Box 10 Collector
 S. M. Bridgewater, Box 10 Receiver
 W. S. Carter, L. Box 10 Magazine Agent

364. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 E. E. Sweeney, 27 Wyoming ave., S. Butte Master
 J. Hatter, 114 Wyoming ave., S. Butte Secretary
 John Alexander, 22 Wyoming ave., South Butte Collector
 J. S. Sweeney, L. Box 11, South Butte Receiver
 B. C. Hankla, South Butte Magazine Agent

365. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 Jas. Leech, 525 S. Division St. Master
 Geo. Downey, 13 Wenham Ave. Secretary
 H. L. Brown, 427 Cass St. Collector
 L. A. Ogden, 238 Center St. Receiver
 S. Ide, 64 Monson St. Magazine Agent

366. JOHN HICKEY; South Kaukauna, Wis.

Meets 1d and 4th Sundays at 1:30 P. M., in Dugan Hall.
 W. H. Buntin Master
 J. M. Golden Secretary
 R. B. Nichols, Box 120 Collector
 Mark Purdy Receiver
 E. Doner, Box 497, Antigo, Wis. Magazine Agent

367. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave. Master
 J. E. Coyne, 121 Pacific Ave. Secretary
 A. H. Flynn, 87 Pacific Ave. Collector
 Wm. T. Donner, 93½ Alix St. Receiver
 P. J. LeSueur, 56½ Verret St. Magazine Agent

368. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Harry McDougall, 78 W 2d St. Master
 Harry McDougall, 78 W 2d St. Secretary
 George M. Kohe, 239 Poplar St. Collector
 J. S. Keane, 108 W Main St. Receiver
 George L. Stein, 34 W 3d St. Magazine Agent

369. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 8th St. Master
 H. E. Jordan, 401 W. 4th St. Secretary
 H. E. Jordan, 401 W. 4th St. Collector
 George W. Snyder, 56 Storrs St. Receiver
 H. E. Jordan, 401 W. 4th St. Magazine Agent

370. MINNEAPOLIS; Minneapolis, Minn.

Meets in K. P. Hall, corner Bloomington and Franklin Avenues South, 1st Sunday at 1:30 P. M., and 3d Monday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 Patrick Perusse, 1,837 22d St. S. Secretary
 R. F. Humphrey, 22d St., between Cedar and 19th Ave. S. Collector
 George Cavanaugh, 2426 Fort Ave. Receiver
 J. D. Shewmaker, 1,854 24th Street South Magazine Agent

371. BYRAM; Port Morris, N. J.

Meets at Wm. Weller's residence, 1st and 3d Sundays at 2 P. M.
 Theo. F. Ayers Master
 William Weller, Box 26 Secretary
 Chas. E. Force Collector
 William Weller, Box 26 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

372. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays at 2:30 P. M.
 John S. Eveland Master
 Jeremiah Desmond Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

373. DENVER; Denver, Colo.

Meets in P. O. S. of A. Hall, Cor. Arapahoe and 14th Sts., every Monday evening.
 Wm. Bratton, 1,245 S. 6th St. Master
 John P. Dale 1140 12th St. Secretary
 R. B. Hind, 1024 S. 7th St. Collector
 John P. Dale, 1140 12th St. Receiver
 E. A. Schlereth, 911 S. 9th St. Magazine Agent

374. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.
 G. G. Davis Master
 C. F. Jordan Secretary
 E. H. Hyde Collector
 B. G. Moely Receiver
 W. C. Moely Magazine Agent

375. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Master
 C. I. Smith, C. & O. Round House Secretary
 W. A. DeMaine, C. & O. Round House Collector
 W. R. Sanders, Box 168, Newport News Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

376. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
 Fred. Clutterbuck, Box 624 Master
 C. S. Austin Secretary
 Henry Andrews, North Bend Collector
 Robert Bunt, Box 624 Receiver
 James Little Magazine Agent

377. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Joachim Sts., 2d Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Barnard, L. & N. Shops Receiver
 Theady Green, L. & N. Shops Magazine Agent

378. WHITE BREAST; Laredo, Tex.

Meets in I. O. O. F. Hall, Sundays at 2:30 P. M.
 J. E. Franklin Master
 P. G. Lovenskiold Secretary
 P. G. Lovenskiold Collector
 W. B. Metcalf Receiver
 J. B. G'Sell Magazine Agent

379. MONTE SANO; Tusculum, Ala.

Meets in K. P. Hall 1st Saturday.
 R. P. Taylor Master
 H. H. Burkhardt Secretary
 J. W. Smith Collector
 H. H. Burkhardt Receiver
 S. M. Hall Magazine Agent

380. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Eoyd's Hall.
 W. W. Buttler Master
 Chas. D. Crane Secretary
 James Kennedy Collector
 Jacob Myers Receiver
 J. H. Lanahan Magazine Agent

81. HISSIOS; Yoakum, Texas.

Meets in K. of P. Hall, 2d and 4th Sundays at 9 A. M.
 Geo. J. Flynn, Box 61 Master
 W. H. Martin, Box 61 Secretary
 J. F. Conlon, Box 61 Collector
 R. D. Corey, Box 61 Receiver
 L. Barnhart Magazine Agent

82. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Wornham Master
 Calvin Minniear Secretary
 Grant LaFerty Collector
 Harry Standing Receiver
 C. H. Tennyson Magazine Agent

83. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 8 P. M.
 Peter Wentz, Jr., Hallstead, Pa. Master
 E. Edinger, Box 67 Secretary
 W. B. Trowbridge, Hallstead, Pa. Collector
 E. P. Trowbridge, Hallstead, Pa. Receiver
 R. H. Wells, Hallstead, Pa. Magazine Agent

84. KLM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Levi H. Rude, 54 DeWitt St. Master
 Ed. A. Ferrill, 82 Spring St. Secretary
 John Scannell, Box 1194 Collector
 William A. Pyle, 129 Rosette St. Receiver
 Ed. J. Kenney, 196 Cedar St. Magazine Agent

85. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Robert H. Osmond, 55 Allen Place Master
 Emory E. Bill, 27 Vine St. Secretary
 Henry Vanderburg, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 E. H. Osmond, 55 Allen Place Magazine Agent

86. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
 Master
 Will F. Carle, 609 N Washington Ave. Secretary
 Will H. Moore, 110 Kirch St. Collector
 F. J. Hill, 820 N. 3d st. Receiver
 Will F. Carle, 609 N Washington Ave. Magazine Agent

87. ALTOONA; Altoona, Pa.

Meets in Ramsey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave. Master
 W. E. Burket, 923 18th St. Secretary
 R. K. Gerhard, 1318 18th st. Collector
 F. A. Davis, 1923 18th ave. Receiver
 Jas. J. Anthony, 1013 18th St. Magazine Agent

88. KENNET; Estherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. S. Houlthouser, Box 5 Master
 P. J. Sullivan, Box 48 Secretary
 A. S. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 35 Magazine Agent

89. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Segasser, 153 Cowart St. Master
 J. C. Gilbreth, 618 Cowart St. Secretary
 J. A. Hartsock, 153 Cowart St. Collector
 Garrie Vanarsdale, 153 Cowart St. Receiver
 Garrie Vanarsdale, 153 Cowart St Magazine Agent

90. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
 T. H. Hart, 416 Washington St. Master
 C. E. Lowe, 640 Clay st., S. S. Secretary
 J. T. Hart, 416 Washington St. Collector
 Fred Ogle, 412 Washington St. Receiver
 L. R. Bickel, 120 3d St., S. Magazine Agent

91. ATLANTIC; Brooklyn, N. Y.

Meets in Schielein Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.
 Geo. A. Carman, Sackman St., near Liberty ave. Master
 Geo. W. Bruno, 160 Hull St. Secretary
 W. J. Cox, 45 Snedeker ave. Collector
 Thomas H. Smith, 783 Monroe St. Receiver
 John A. Bolger, 12 Hull st (E.D.) Magazine Agent

92. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 8:00 A. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 J. R. Phelps Collector
 M. C. Andrews Receiver
 C. N. Kidd Magazine Agent

93. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 3 P. M.
 H. J. Kimbell, Box 5 Master
 Henry A. Heberling, Box 646 Secretary
 Hugh A. Fagan Collector
 Henry A. Heberling, Box 646 Receiver
 Thos. D. Harrington, Box 265 Magazine Agent

94. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 Frank H. Rowley, Box 262 Master
 Lee A. D. Tate Secretary
 K. L. Newcomb Collector
 H. A. Wells Receiver
 H. A. Wells Magazine Agent

95. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady Sts., 1st and 3d Sunday.
 Martin L. Mitchell, 801, Switz St. Master
 F. W. Duncan, 110 W 5th St. Secretary
 Geo. Daugherty, 814 W 4th St. Collector
 Martin Gillin, 818 Switz St. Receiver
 D. H. Moriarity, 1409 Perry St. Magazine Agent

96. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.
 M. T. Osborne Master
 Peter Crossen, 707 Garfield Ave Duluth, Minn. Secretary
 B. W. Pink Collector
 Thos. R. Taylor, Box 466 Receiver
 Dan. F. Lantry Magazine Agent

97. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 George T. Shirley Master
 C. E. Buehler Secretary
 Harry Delahunt Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

98. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
 B. L. Hardaway, Box 46 Master
 Robert M. Gilkey, Box 119 Secretary
 H. Neate, Williston Collector
 Geo. McLain Receiver
 John W. Goss, Glasgow, Montana Magazine Agent

99. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
 George W. Reed, Box 63 Master
 B. W. DeHaven, Box 592 Secretary
 Peter Beck Collector
 E. B. Colvin Receiver
 J. W. White Magazine Agent

100. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 W. H. Henry, Box 49 Master
 A. S. Hewitt, L. Box 834 Secretary
 A. S. Hewitt, L. Box 834 Collector
 Wm. H. Williamson, Box 158 Receiver
 Harry F. McLean, Box 831, Magazine Agent

- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
J. J. Norris Collector
W. C. Baldwin Receiver
T. G. Averill Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. P. Smith, Box 281 Master
C. Y. Hood Secretary
S. A. McPhee, Box 387 Collector
Dennis Lowney Receiver
T. F. Hunt Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets in Schlitz Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 159 Park St Master
J. M. Rathbun, 190 Jackson St Secretary
J. J. Corcoran, 59 Park St Collector
Moses Cantlin, 6 Laurel St Receiver
J. M. Rathbun, 180 Jackson St Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets in Faucett Hall every Tuesday evening at
7:30 P. M.
Sam'l Leetham Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
J. J. Hicks Receiver
G. J. Scaggs Magazine Agent
- 305. UNWIN; Bat Portage, Ontario.**
Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
H. J. Sheridan Collector
John Bosman Receiver
John B. Baxter Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 22 West St Master
M. F. Cleary, 26 Pearly St Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St Receiver
J. C. Muzzey, Box 117, W. Leb-
anon Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House Master
A. J. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 10th St Magazine Agent
- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**
Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
Wm. Smith, Box 109, Eagle Pass, Texas Master
Frank B. Slater, Box 109, Eagle Pass,
Texas Secretary
E. T. Manning, Box 109, Eagle Pass, Tex Collector
S. R. James, Box 109, Eagle Pass, Texas Receiver
J. H. Moore, Box 109 Magazine Agent
- 309. BARTHOLDI; Long Island City, N. Y.**
Meets 2d Mondays and 4th Saturdays at 8:00 P. M.
in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island
City, N. Y. Master
Jas. B. Brennan, 76 East Ave., Long Is-
land City, N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I. N. Y. Collector
W. J. Simon, 106 3d St., Long Island City,
N. Y. Receiver
Wm. Rooney, 129 East Ave., Long
Island City, N. Y. Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
J. T. Cole Master
Ed. J. Marks Secretary
Eli L. Kistler Collector
H. B. Clark Receiver
A. J. Dunmire Magazine Agent

- 311. BELLE PLAINE; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
J. H. McPeak Secretary
Milton Quigley Collector
Robert Kippin, Box 238 Receiver
T. H. Garrity Magazine Agent
- 312. MOUNT SHASTA; Dunsmuir, Cal.**
Meets in I. O. O. F. Hall every Monday night.
Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets in Melville Hall, alternate Mondays at 7:30
P. M.
Oscar Kengott, 314 Colorado Ave., Kansas
City, Kan Master
John M. Frain, 352 S. Seventh St., Kansas
City, Kan Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City Collector
C. C. Haddock, Box 133 Receiver
A. H. Ashley, Box 147 Magazine Agent
- 314. GRAND FORKS; Grand Forks, North Dakota.**
Meets in I. O. O. F. Hall, cor. Ketson ave and 4th
St., 1st and 3d Sundays at 2 P. M.
Geo. W. Sebastian, Box 365, Crookston,
Minn Master
G. S. Chase, Box 214 Secretary
T. D. Wheelon Collector
J. M. Hamm, Box 502 Receiver
Chas. Beckers, Box 242 Barnesville,
Minn Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fel-
lows Hall, 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave Master
H. A. Norton, 155 Hudson Ave Secretary
Willis J. Spafford, 2262 5th Ave., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
Eugene D. Brizee, 472 8th Ave.,
Troy, N. Y. Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave Master
Wm. H. Walsh, 1903 Broadway Secretary
P. J. Donovan, 780 S. Division St Collector
Joseph Kennedy, 811 Williams St Receiver
P. J. Donovan, 780 S. Division St, Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**
Meets in I. O. O. F. Hall, every Saturday evening
at 7:30 P. M.
E. H. Zirckel Master
A. Ingersoll, O. V. Ry shops Secretary
N. T. Sandefer, L. St. L. & F. shops Collector
P. J. Kramer, O. V. Ry shops Receiver
H. S. Shaner, L. St., St. L. & T.
shops Magazine Agent
- 318. IRON CITY; Glenwood, 28d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St. and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 28d Ward Master
J. F. Wills, Glenwood, 28d Ward Secretary
W. B. Knepper, Glenwood, 28d Ward Collector
J. E. Fox, Glenwood, 28d Ward Magazine Agent
- 319. MOUNT MORIAH; Philadelphia, Pa.**
Meets in Ellis Hall, Mount Moriah Lane and
Woodlawn Ave., every Sunday at 2 P. M.
T. Holms, 224 Barney St., Baltimore, Md. Master
J. E. Sentman, 62d and Woodlawn Ave Secretary
H. L. Craig, 60th and Woodlawn Ave Collector
B. W. Pace, 62d Woodlawn Ave Receiver
J. E. Sentman, 62d and Woodlawn
Ave Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 957 Edgerton St., St. Paul Master
D. C. Morrison, 616 Farquier St., St.
Paul Secretary
R. A. Hetherington, 887 Reaney St Collector
Chas. L. Work, 724 Reaney St.,
St. Paul Receiver
P. Copeland, 241 S. Main st., Still-
water Magazine Agent

- 221. SNOW DRIFT; Chapeau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
Jas. D. McAdam, Box 116 Master
John H. Stern, Box 110 Secretary
Kenneth McRea, Box 116 Collector
Geo. B. Nicholson, Box 113 Receiver
Thos. Burt, Box 112 Magazine Agent
- 222. JULIEN; Dubuque, Iowa.**
Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. H. Kirkland, 2,351 Washington St. Master
Luke F. Brennan, 2,351 Washington St. Secretary
Ben. M. Snyder, 2,351 Washington St. Collector
Thos. O'Brien, 2,351 Washington St. Receiver
Ullman D. Luce, 769 W. 14th St., Chicago, Ill. Magazine Agent
- 223. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Frank Andrew Master
James McCabe Secretary
Michael Schmauch Collector
James McCabe Receiver
Joseph Mucklow Magazine Agent
- 224. SOUTHERN CROSS; Gainesville, Texas.**
Meets in K. of P. Hall every Sunday at 7 P. M.
Geo. W. Goldsby Master
E. R. Curl Secretary
W. A. Hinds Collector
C. E. Winther, L. Box 420 Receiver
A. Goike Magazine Agent
- 225. SATILLA; Waycross, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
G. W. Barnes Master
D. B. Coughlin Secretary
H. B. Lee Collector
Wm. L. Knox Receiver
John W. Miller Magazine Agent
- 226. FOLWELL; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
G. P. Clough, 6 Allison St. Master
O. H. Alger, 12 Gay St. Secretary
G. E. Lovelace, 8 Webster St. Collector
G. P. Clough, 6 Allison St. Receiver
M. W. Maybee, 17½ Pike St. Magazine Agent
- 227. SILVER MOUNTAIN; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening.
Charles Dittenbaugh Master
J. N. Brobant Secretary
F. B. Hardy Collector
Wm. C. Cox Receiver
Jas. A. McEiwell Magazine Agent
- 228. SPANISH PEAKS; La Junta, Colo.**
Meets in Grand Army Hall, Mondays, at 2 P. M.
John C. Cole Master
Charles Gray Secretary
Archibald Russell Collector
Leslie Jones Receiver
L. W. Gilbert Magazine Agent
- 229. SOLOMON VALLEY; Downs, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
John Milheiser, Box 102 Master
A. Dillon, L. Box 153 Secretary
John Milheiser, Box 102 Collector
R. J. Dunlap, L. Box 286 Receiver
Gus Lind, Box 147 Burr Oak Kan. Mag. Agent
- 230. RIVER VIEW; Kansas City, Kansas.**
Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
T. J. Birch, 618 Highland Ave Master
Frank Vaughn, 319 Berger Ave., Armourdale Secretary
J. F. Casey, 617 W. 7th St., Kansas City, Mo. Collector
E. D. Root, 739 Simpson Ave Receiver
G. W. Smith, 11 N. 7th St. Magazine Agent
- 231. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Masonic Hall, Cor. 79th St, 1st and 3d Sundays at 2:30 P. M.
John J. McCarthy, 8 Englewood Master
J. D. Flood, Box 34, 8 Englewood Secretary
T. J. Hogan, 714 Englewood Ave. Collector
J. D. Flood, Box 34, 8 Englewood Receiver
Wm. T. Clodglo, Box 91, Auburn Park Magazine Agent
- 232. STONE MOUNTAIN; Augusta, Ga.**
Meets in Library Building 1st Sunday and every Wednesday at 7 P. M.
W. B. Haws, 511 Watkins St. Master
H. F. Davidson, 627 Broad St. Secretary
James I. Roney, 320 Pine St. Collector
C. A. Jansen, Ga. R. R. Receiver
D. S. Brodie, Central R.R. Shops Magazine Agent
- 233. FAIRMOUNT; Philadelphia, Pa.**
Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
H. C. Reagan, 725 DeKalb St. Master
R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
C. H. Maul, 830 N 40th St. Collector
Harry C. Ewing, 830 N 40th St. Receiver
H. C. Reagan, 725 De Kalb St. Magazine Agent
- 234. LONG DOUBLER; East Syracuse, N. Y.**
Meets in A. O. U. W. Rooms every Thursday night
E. S. Freeman Master
George M. Shaffer Secretary
E. J. Terry Collector
Jas. H. Fitzgerald Receiver
Joseph Gale Magazine Agent
- 235. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets in B. of L. F. Hall, 111 Moreau St.
Alfred Pring, 8 Donegan St., Montreal Master
A. Maynes, 84 Moreau St. Secretary
J. C. Currie, 447 St. James St., Montreal, Collector
J. G. A. Brasseau, 83 Moreau St. Receiver
C. Herbert Fre, Smith's Falls, Ont. Magazine Agent
- 236. FALL RIVER; Neodesha, Kansas.**
Meets in Pierce's Hall, 2d and 4th Saturdays.
R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Charles Koehler Collector
R. C. McClellan Receiver
G. Harman, Box 45. Monett, Mo. Magazine Agent
- 237. BIG FOUR; Kansas City, Mo.**
Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
Homer Howard, 1210 Reservoir Ave Master
Charles T. Largent, 1673 Madison Ave. Secretary
A. A. Sharum, 1,836 Mercer St. Collector
L. F. Stephens, 1328 Bates Ave Receiver
J. W. Leonard, 1641 Bellevue Ave., Mag. Agent
- 238. WEST BRANCH; Reno, Pa.**
Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland, Clermont, Pa Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 239. RED MOUNTAIN; Birmingham, Ala.**
Meets in Allen Hall every Sunday at 9 A. M.
C. F. Barnett, Union Ticket Office Master
W. G. Bailey, L. Box 703 Secretary
W. M. Alexander, 1,804 7th Ave Collector
W. C. Bickel, 1721 Ave. B Receiver
H. M. Turner, Room 19, Hood Building Magazine Agent
- 240. STAR OF THE WEST; Newton, Kansas.**
Meets in Odd Fellows' Hall, 1st and 2d Thursday at 7:30 P. M.
John Hampson, 218 W. 6th St. Master
John Clarke, 317 Ash St. Secretary
Thos. Breen Collector
Chas. E. Jackson Receiver
John Clarke, 317 Ash st. Magazine Agent
- 241. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
Arthur Randall Master
Joseph Callin Secretary
George B. Govett, Box 49 Collector
James Falconer, Canmore, N. W. Ter Receiver
H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.
Meets in General Hall, 2d Wednesday and 4th Thursday.

Wm. Lowe, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Wm. Veal, Box 54 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.

M. C. Cavanaugh, Lima Master
Wm. B. Dean, Lima Secretary
Magnus Ouse, Lima Collector
Albert E. Jones, Lima Receiver
W. B. Dean, Lima Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.

J. V. Dailey, 427 Nevada Ave Master
H. E. Perry, Box 470 Secretary
E. E. Biggs, Box 470 Collector
J. E. Durden, 240 Oak St Receiver
John McCauley Magazine Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.

H. E. Wood, Box 24 Master
M. A. Frame, Box 24 Secretary
Joseph Gerard, Box 21 Collector
James Lyons, Box 24 Receiver
M. Phlegley, G. C. & S. F. Shops, Dallas Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.

F. T. Martin, 312 Haynes St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
F. T. Martin, 312 Haynes St Receiver
R. P. Harmon, 1106 E Jackson st. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall every Thursdays at 3 P. M.

William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.

Wallace Duryea Master
O. M. Abel Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.

Martin O'Hara, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
S. S. Poole, New Durham, N. J. Collector
Harry Poynton, Box 2, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.

Chas. Compton, S. Amboy Master
E. P. Worley, S. Amboy Secretary
Levi M. Landis Collector
Theodore R. Meris Receiver
Jas. P. Wade Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.

Edward Doudt Master
Edward T. McNally Secretary
J. S. Pursell Collector
Charles Prutzman Receiver
Wm. Hartly Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John H. Sweeney Master
J. W. McGarghan, 117 Lake St Secretary
Luke Hale Collector
C. P. Kelly, 80 Foundry St Receiver
W. Holland, 175 S. Main St Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.

Chas. E. Livingston, 4 Philip ave Master
W. E. Moynihan, 9 Strongs Ave Secretary
C. F. Whitehouse, 77 River St Collector
J. C. Cannon, 63 River St Receiver
A. B. Morgan, 14 Plain St Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.

John Curran, 222 Erie St., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genung, Chatham, N. J. Receiver
C. Q. Carman, Jr., Bounton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 223 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. W. Brooker, 184 S. Hickory St Master
M. S. Perrigo, 214 Gardner St Secretary
H. H. McPeck, C. B. F. & C. R. B. Collector
T. F. Hannan, 411 S. Desplaines St Receiver
M. O'Grady, 701 Scott St Magazine Agent

356. CHAUNCEY M. DEFEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.

E. H. Murphy, 45th and 2d Sts Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
M. E. Hogan, 21 Spruce St Receiver
F. Degroot, 160 Clinton Ave Magazine Agent

357. JUSTICE; Vancorborough, Maine.

Meets in Plummer's Hall, Vancorboro and Mt. Sts., 2d and 4th Saturdays at 7:30 P. M.

John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland St
St. John, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Duhy Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.

Christopher McKay, 154 Isabel St Master
W. R. Perrin, 127 E. Isabel St Secretary
W. R. Perrin, 127 E. Isabel St Collector
Peter Anderson, 1423 Washington Ave., S. Minneapolis Receiver
Fred. Whiten, 1015 Washington Ave., S. Minneapolis Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at P. M., and 2d and 4th Fridays at 2:00 P. M.

T. M. Brown, Chanute, Kan Master
H. E. Hansen, E Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.

Sam. R. Pursell, 101 Mound St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, 1027 Market St., Sandusky, O Receiver
Jos. Greetham, 1204 Washington st., Sandusky, Ohio Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple 7:30 P. M.

Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Miz, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent

362. CATACT; Suspension Bridge, N. Y.

David Haley, Niagara Falls, N. Y. Master

John C. White, Box 325 Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swailwell, Niagara Falls, N. Y. Receiver
R. J. Pitta, 56 4th st., Niagara Falls, N. Y. Magazine Agent

322. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sundays 2 P. M.
 A. W. Eggleston, White Plains, N. Y. Master
 Fred R. Elliott, 585 E 140 St Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, 318 Willis Ave Receiver
 M. J. Lynch, 378 Willis Ave Magazine Agent

344. SOUTHERN STAR; Sanford, Fla.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. S. Perry Master
 Thos. S. Davis, L. Box 204 Secretary
 Andrew A. Holland Collector
 Andrew J. Harvey Receiver
 Andrew A. Holland Magazine Agent

355. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 J. W. Stack Master
 A. E. Wells, Box 568 Secretary
 F. L. Darling, Windsor, Vt Collector
 A. G. Firman, Windsor Vt Receiver
 F. E. Keach, 1 Estabrook St., Brattle-bore, Vt Magazine Agent

366. OASIS; Ogden, Utah.

Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
 Chas. H. Smith, Box 372 Master
 J. R. Ross, Box 372 Secretary
 James Tomasek, Box 372 Collector
 E. E. Babcock, Box 372 Receiver
 Sam Walker, Box 372 Magazine Agent

37. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe, Box 200 Secretary
 Robt. S. Green Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

38. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Bk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 B. S. Chinn, 802 W Elm St Master
 Jno. Gallagher, 943 Brower St Secretary
 Chas. D. Jacquith, 724 Evans St Collector
 J. W. Nipple, 752 Mt. Vernon St Receiver
 J. W. Welch, 924 State St Magazine Agent

39. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Merton Stewart Master
 W. L. Kellogg Secretary
 G. P. Metler, Wagner, Kan Collector
 J. C. Wickham, Box 304 Receiver
 L. O. Leimbach Magazine Agent

39. BEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 Mat. S. Gifly Master
 Clarence G. Stone Secretary
 Charles E. Leeman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

41. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 R. S. Beardon, Box 335 Master
 A. H. Page, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 A. H. Page, Box 335 Receiver
 A. H. Page, Box 335 Magazine Agent

41. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 Geo. H. Smith, Box 33 Master
 Samuel Hunter, Box 33 Secretary
 F. W. Fahrenkamp, Box 33 Collector
 W. D. Pettibone, Box 135 Receiver
 A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 W. F. Hackett, Box 316 Master
 John McPhie, Box 262 Secretary
 F. Courtway Collector
 Frank McAdams, Box 223 Receiver
 Geo. W. Warren, Box 223 Magazine Agent

374. McALLISTER; Herington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, L. Box 355 Master
 C. F. Alkin Secretary
 J. M. McChord, L. Box 337 Collector
 H. G. Decker, L. Box 389 Receiver
 H. G. Decker, L. Box 389 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d Sundays at 2 P. M.
 John F. Hoban, 635 E 2d St Master
 Horace Hopkins, 465 May St Secretary
 Frank G. Stillwell, 28 N Van Lear St Collector
 N. W. Rose, 19 Galloway St Receiver
 Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 Wm. J. Canney Master
 J. A. Carter, C. K. & N. Round House Secretary
 J. A. Carter, C. K. & N. Round House Collector
 Thomas Sheahan, L. Box 39 Receiver
 Frank Walker, L. Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 P. M., and 2d and 4th at 8:00 A. M.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 W. J. Baldwin, Box 79 Collector
 C. A. Wilcox, Box 301 Receiver
 G. W. Nash Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
 W. H. Graham, McKees Rocks, Pa Master
 D. W. Scott, McKees Rocks, Pa Secretary
 W. F. Morgan, McKees Rocks, Pa Collector
 Frank J. Thomer, 5720 Penn ave., Pittsburg, Pa Receiver
 Frank J. Thomer, 5720 Penn ave., Pittsburg, Pa Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm. Preston, Waverly, N. Y Master
 James H. Denton, Box 250 Secretary
 Wm. J. Stewart, Box 216 Collector
 Johnson Walt Receiver
 Johnson Walt Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
 B. F. Slater Master
 Wm. J. Aggus Secretary
 A. A. Zimmerman Collector
 Wm. J. Aggus Receiver
 Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. C. Hess Master
 H. E. Miller Secretary
 C. G. Graham Collector
 L. G. George Receiver
 H. M. McFeaters Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 890 Master
 J. J. Purcell, Box 1150 Secretary
 Chas. Vrooman, Box 830 Collector
 J. M. Dowd, Box 1150 Receiver
 Jas. H. McMahan Magazine Agent

383. PETROLEUM; OH City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
 Ed. McAbee, 80 Canal St., Olean, N. Y. Master
 John H. Quirk, Box 380 Secretary
 Thomas P. Martin Collector
 Timothy Downey Receiver
 L. G. Stone, 317 Seneca St. Magazine Agent

384. R. H. WILBUR; Leighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Wm. F. Hafford Master
 Alvin H. Miller Secretary
 A. T. Henry, Weissport, Pa., Box 122 Collector
 Alvin Rex Receiver
 Wm. F. Hafford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 B. L. McGinnis Magazine Agent

386. RAMONA; San Diego, Cal.

Meets 2d Sundays at 2 P. M. and 4th Sundays at 8 P. M.
 Edward Curtis, National City Master
 Alfred T. Washington, National City Secretary
 Jas. L. Stearns, National City Collector
 E. Ware Boyd, Otay Receiver
 J. M. Davis, Box 573 National City Magazine Agent

387. RED ROCK; Schreiber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
 Alfred Bilbe, Box 53 Master
 Fred Hedge Secretary
 W. T. Norris, Box 111 Collector
 J. A. Walker, Box 36 Receiver
 James Wilson, Box 36 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St., 1st and 3d Sundays at 2:30 P. M.
 J. M. Grobben, 842 Kinnickinnic Ave. Master
 Maurice Collins, 544 Hanover St. Secretary
 Wm. McHenry, 183 Burrell St. Collector
 Wm. McHenry, 183 Burrell St. Receiver
 John Pier, 261 Madison St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Harry L. Stow, Box 106 Master
 Jos. Claybaugh Secretary
 George Zugschwerdt Collector
 A. H. Tucker Receiver
 Jerry Shea Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 J. W. Littlejohn Master
 J. C. Doughty Secretary
 William M. Wickel Collector
 C. H. Oliver Receiver
 Wm. Winfrey Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
 Wm. B. Bock Master
 E. H. Pattison, 2718 Kan's Ave Secretary
 Harry R. Kinne Collector
 O. L. McClellan, Box 88 Receiver
 E. M. Babb, 2621 Kinsley St. Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellow's Hall 1st and 3d Monday evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin Collector
 Wm. R. Ransom Receiver
 J. D. Davis, Box 20 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 J. W. Boyer, 1220 Wallace St. Master
 S. M. Myers, 508 Kelker St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 William K. Drake, 1581 N 6th St. Receiver
 William C. Taylor, 1506 N 5th St. Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. F. Hall, Cor. 4th and Court Sts., 2d Saturday and 4th Sunday at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 E. K. Cole, Riverside Hotel Secretary
 Charles E. Harris Collector
 E. K. Cole, Riverside Hotel Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Sundays at 7:30 P. M.
 Wm. H. Riley, L. Box 129 Master
 Wm. Ashworth, L. Box 129 Secretary
 John T. Cuff, 118 Topeka av., Topeka, Collector
 C. S. Wilcox, L. Box 129 Receiver
 John T. Cuff, 118 Topeka ave., Topeka, Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hallevery Monday at 2:30 P. M.
 Paul J. McBride Master
 W. Sims Secretary
 D. W. Harding Collector
 W. Sims Receiver
 G. W. Seybeck Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays, at 10:00 A. M.
 N. B. Scrogin Master
 F. M. Rainey Secretary
 J. M. Gleadall Collector
 N. B. Scrogin Receiver
 Frank J. Farnell Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at 7:30 P. M.
 James Gordon, 586 N Rampart St. Master
 W. A. O'Donnell, 164 Laurel St. Secretary
 W. A. O'Donnell, 164 Laurel St. Collector
 George Perry, 159 Spain St. Receiver
 W. A. O'Donnell, 164 Laurel St. Magazine Agent

400. MARIAS DES CYGNE; Osawatomie, Kan.

Meets in Odd Fellows' Hall every Saturday at 7 P. M.
 George P. Reed Master
 W. A. Bedell Secretary
 C. Henderson Collector
 Daniel King Receiver
 Daniel King Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 10 A. M. and 2d and 4th Sundays at 4 P. M.
 A. N. Hunter, Box 263 Master
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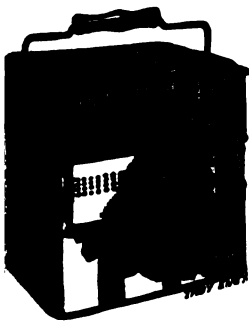
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[SEAL.]

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He has lately connected himself with the Railway Officials' and Conductors' Accident Association, Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We are confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E.

[SEAL.]

G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1899.

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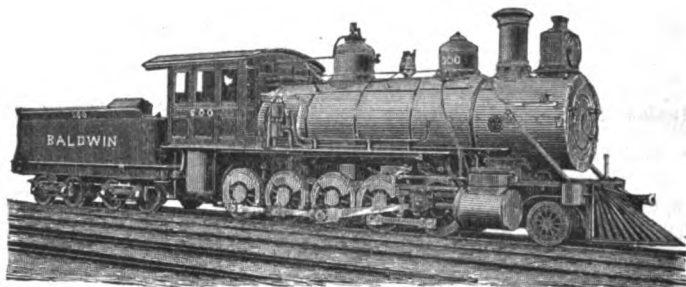
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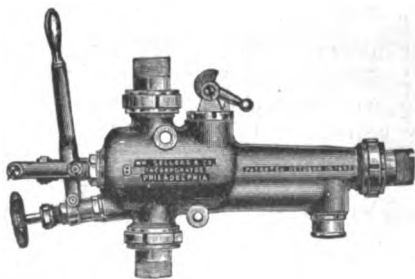
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EUGENE V. DEBS, . . . *Editor and Manager.*

EDUCATION VS. ILLITERACY.

The theory is that in carrying forward the great enterprises of the times, illiterate persons will be required to do the drudgery work at comparatively small wages. If a man of advanced years is illiterate, he will probably remain in that condition. His opportunities to obtain an education have been squandered, and he finds himself at last a confirmed ignoramus, with neither time nor inclination for intellectual culture. The young men of the present have it in their power to choose between education and illiteracy, and it is needless to say, that in a far greater measure than thousands of them seem to be aware, upon their choice their future welfare depends.

In discussing the question outlined by the caption of this article, we do not propose to dwell upon what is called a "liberal education," nor the lower depths of illiteracy. We have known men, unable to read or write, who were valuable workmen,

and regarded in some cases as fair mechanics. They were good citizens, good husbands and fathers, and some of them were possessed of moderate estates. They had healthy intellects and strong bodies. They were energetic, shrewd, good managers and close observers. Students of human nature, they could, to use a phrase, "size up men" quite as well as their neighbors who had "book larnin'." Of these men there were two distinguishing types. In the one case they did not regret their illiteracy and were free to declare that "book larnin didn't do a bit of good," and in support of their theory, would point to some educated person who had gone "to the bad." In the other case the want of opportunities to secure a moderate education was keenly felt and deplored. They had discovered along their journey that in numerous instances they had been prevented from advancing to better positions because of their illiteracy, and realizing the crushing disadvantage under which they had labored, determined that their children should be exempt from such degrading embarrassments. There is nothing to be said in favor of illiteracy, however gratifying it may be to recognize the fact, that in spite of its debasing influence, some men escape its severest penalties, just as some men escape with light wounds and bruises, while others are killed outright, or are maimed for life, in railroad wrecks.

It should be said that the term "illiteracy" is not a synonym of idiocy or dementia. It has no reference to intellect, *per se*; it is simply a lack of learning, a want of familiarity with books, an absence of

mind culture, it is ignorance more or less pronounced.

In census reports those who can read and write are not classed with the illiterate. If they are able to write their names and master lessons in the "First reader" the stigma of illiteracy is removed. Such a classification may answer certain very valuable purposes, but in so far as education in any proper sense relates to the well being of society, or of individuals, the simple attainments of reading and writing, if carried no further are of little consequence.

Illiteracy in its lowest form is inability to read or write. To learn the alphabet would be an upward movement, and there are thousands who, when they can scrawl their names and read imperfectly, concern themselves very little, if at all, about any further progress. And if such advancement is not stimulative of ambition to know more, it is doubtful if their acquirement is of any value whatever. On the other hand, if learning to read and write awakens ambition to know more, there is scarcely anything within the range of useful knowledge that a young man may not secure.

The American idea is to educate the masses, because it is held that should illiteracy prevail the institutions of the country would be imperiled. It is not believed that an educated people can be enslaved, but it must be understood that in no proper sense is the mere ability to read and write to be regarded as education. It is to be assumed that Corbin's men on the P. & R. can read and write, and to what extent some of them have resisted degradation is well calculated to suffuse every manly American cheek with shame.

When education, however limited, inspires ambition to know more, it may be said, like the seed in the parable, falling upon good ground, that it will bring forth an abundant harvest. The statement is often made that an American workingman, in the same number of hours, produces more than a European workingman, and the reason assigned is, that the American is more intelligent, that is to say, his head as well as his hands have been educated; mind and muscle are in alliance, and when that is the case, not only more product but a better product may be expected.

It need not be said that education is elevating and that illiteracy is debasing. Such propositions have long since been dismissed from debate, but it may be said that the sands of workingmen do not appreciate any proper measure, the lifting and advancing power of education. Starting out in life with a limited education, they seem content to remain unimproved intellectually except in so far as improvement comes from absorption. They catch here and there an idea, an explanation, a suggestion, and are satisfied. They spend their money in ways that contribute nothing to the development of their intellects, their mind forces; they do not purchase valuable books, but squander their leisure in idleness rather than study.

As we have said there is work for all men, but it is not the most remunerative and it is needless to say, that in every branch of work the time has arrived when illiteracy has become a bar to advancement. The man who is ignorant and who is content with his condition, may make up his mind to remain where he is, at the tail of the procession. There is absolutely no promotion for him, while for the man who comprehends the value of education, knowledge, and determines to master problems in the line of his calling will be well paid for responsible and remunerative position.

Fortunately, if a man at twenty years of age finds himself illiterate, he can, if ambitious to secure a useful education, stand among men of knowledge when he is fifty years of age, and at forty he is in the prime of his manhood. He will understand the English language so thoroughly that he will be able to speak and write it correctly. The library and not the saloon will be his resort; he will spend his leisure if unmarried at home, if married. If a member of a labor organization, he will be able to help and encourage those who are seeking for intellectual advancement, and in this way will be of incalculable advantage to the low men.

The time has come when ignorance can be tolerated only at the bottom round the ladder, or very near it. Ignorance cannot climb. It is stationary. It decides the fate of its victims. To escape the degradation

it inflicts a man must study, and if opportunities are limited he must be the more determined—the more resolute. He must not be ashamed of the rudiments. Books are cheap. The school master is abroad. Two hours a day devoted to study is equal 730 hours a year, or 73 days of 10 hours each. If, for five years, two hours a day are devoted to study, a man has secured one year, 365 days of 10 hours each, and in twenty years, four years of student life. And as we have said, at that time he will be accepted as an educated man thoroughly equipped for responsible positions.

It may be said, that we have discussed the subject from the standpoint of wages. That is true. The educated workingman in the long run will receive the higher wages, because he will be wanted, while the ignorant man will not, as a general proposition, advance.

It must not be surmised that education is to be valued simply because it enables a man to do more and better work in a given number of hours, and secure thereby more pay. The educated man has sources of enjoyment of which illiterate persons know little or nothing at all.

The difference between an educated and an illiterate person is something like that of a man with perfect vision and one born blind. By education man rises intellectually. If education brings the animal propensities, the intellectual powers and moral sentiments of men into harmonious alliance, it is worthy of all that can be said of it, and such is its mission. Considered from such a point of observation, education is a source of ceaseless felicities. As education advances, men compare ideas and make combinations and deductions. Thoughts multiply, knowledge accumulates, and the fortunate individual exults as the field of his vision widens. He grasps truths, analyzes propositions and solves problems. He is no longer the victim of demagogues and charlatans. He detects the tricks of sophistry and avoids the traps and deadfalls set for the illiterate.

Hence, while the educated workingman secures better positions and better pay than the illiterate man, he secures also pleasures and satisfactions to which the illiterate man is a total stranger.

And in saying this of education, we do not refer to a collegiate education. Abraham Lincoln had no *alma mater*. Other names, illustrious in American history, could be mentioned by the score to sustain our position, when we say, that a young workingman, if he will, may, between twenty and forty years of age, so educate himself, as to walk arm in arm with men who boast of diplomas, nor be required to blush for his ignorance.

We could enlarge upon the subject. The theme is inviting. But we close by simply saying to young men of twenty years of age or in their early manhood, get good books, read them, master all the problems in your chosen vocation, cultivate your intellectual faculties, bring hand and brain into alliance, and as sure as water runs down hill there is a demand for such men *on top* and they will get there.

THE Philadelphia *Record* prints the following about "the American boy:"

A Washington street business man says: I have two boys in my employ and amuse myself watching their ways. They are about the same age. One is an American boy and the other is English. The American boy likes to take things easy. When I send him out on an errand he comes back when he gets good and ready, and always has some excuse. The English boy comes back looking scared to death if he thinks he has been gone over time. The other night I asked them if they would like to make some extra money. They said they would, and I loaded them with librettos of the German opera, and told them where to sell them. On the following morning the English boy brought back his money and no books. He made \$3.15 for himself. The American boy said he hadn't sold any. That he wanted to go to a show himself, and didn't want to make any extra money. There you have an example of the average American boy of to day. He is letting the boy from the other country get ahead of him because the American boy wants to have a good time. This is my observation, and it is not confined to the two boys of whom I speak, either.

It may be true that the American boy is sluggish, stupid and unambitious as the *Record* paints him, but such is not our observation. The American boy does not take kindly to menial duties. He is not built that way. He makes a poor valet, and that is all there is in the *Record's* story.

THE steel pen was invented because the inventor became disgusted with the goose quill. Repugnance has seldom been of more benefit to the world.

PECUNIARY COMPENSATIONS.

Under the heading of "Pecuniary Compensations," the rule of law, as authoritatively published, is of special importance to passengers on railway trains. It is held that "as a general rule, claims for personal injuries must be based, not upon the injuries, but upon the pecuniary consequences thereof to the sufferer and those depending upon him; and a railway company is never liable in damages for the mere death of a passenger, unless his survivors can prove a pecuniary loss or worldly disadvantage; hence the amount of damages which a railway company may be called upon to pay for injury depends in a measure upon the rank or position of the sufferer. Under a special statute, the executor of a passenger killed in consequence of the default of a railway company, is entitled to sue the company for damages on behalf of the survivors of the deceased." This rule of law is immensely suggestive. The mere killing of a person amounts to nothing. If survivors are unable to prove a "pecuniary loss," a loss in dollars and cents, they will have their litigation for nothing, except the experience gained in threading the labyrinthian mazes of the law. If the dead person had no one "dependent upon" him then there would be no "survivor" to sue, and then the survivor must prove a pecuniary loss or "worldly disadvantage." Just what "worldly disadvantage" means we have no way of determining, unless it means pecuniary disadvantage. Any other definition lets down the bars and throws wide open the gates, and invites lawyers, clients, judges and juries to roam over the entire domain of conjecture. Take, for instance, the death of a child. What pecuniary loss could be established? Children are a source of expense rather than income, hence, any claim for damages by survivors would not be allowed, unless prospective damages could be specified and established. A yearling calf or colt, sheep or swine would have a certain market value "all along the line." Not so with children; their value is an absolutely unknown quantity, and a moment's reflection upon the subject is fruitful of confusion. Take an old man whose money-earning days are gone, what

pecuniary value could be placed upon him by survivors? What "worldly advantages" could survivors prove? If an old horse or mule were killed "pecuniary consequences" and "worldly advantages" could be arrived at without great labor, and a verdict could be rendered. The amount would doubtless be small, but it would be something, and owners would be compensated, but the survivors of the old man would act wisely keeping out of court.

But when railroads are liable for "pecuniary consequences" and "worldly advantages," the amount, we are informed, "depends, in a measure, upon the rank or position of the sufferers." This, we apprehend, will be regarded as something novel. Manifestly, before a jury renders a verdict it will demand to know the rank of the dead man. We will suppose the case shows that two persons were killed, one a judge and the other a juror, and that each case damages to the amount of \$1000 were demanded. It would doubtless be shown that the judge outranks the juror, that his position was the more exalted, that the judge received \$10 a day and the juror \$2 a day. If rank and pay were permitted to settle the question of damages, the juror would cut a sorry figure in that court, the survivors of the judge received \$1000, the survivors of the juror would have to be content with, say, \$500. This thing of rank and position in American courts is something worth thinking about. It is suggestive of class jurisprudence, and if worked into the laws of the land would be productive of very sharply defined protests.

Carrying forward the illustration of judge and juror, it might be learned upon investigation, that in all the dignifying qualifications of citizenship the juror was the equal of the judge. It might be ascertained that he was the more useful citizen of the town, that while the judge had the highest rank and knew the most about law, and could make the best speech, the juror could build and run a locomotive engine, or was an accomplished mechanic in some other department of mechanics, in which case, when he becomes of rank or position when the question of damages comes up for decision, it may be that some men are worth more

others, but when worth is predicated upon rank and position in this age of crookedness and *cussedness*, courts and everybody else are liable to go egregiously wrong. Every person—man, woman and child, old and young, except convicts and tramps, ought to be and are, worth something, and when it is published as law that “a railway company is never liable in damages for the mere death of a passenger,” then passengers stand lower in the scale than the dumb brutes which fail to get out of the way of the locomotive.

STEALING STATISTICS IN THE UNITED STATES FOR 1889.

The thieves of the United States did a remarkably active business during 1889, and from their standpoint, as profitable as active. The names of some of the thieves who got away with \$100,000 or more are given as follows: H. W. Davis, Cincinnati, \$100,000; Treasurer Benson, of Barnes City, N. D., \$140,000; Joseph A. Moore, agent of the Connecticut Mutual Life Insurance Company, Indianapolis, \$500,000; John E. Sullivan, clerk of Marion County, Indiana, \$100,000; Henry Deickman, secretary of the St. Louis Board of Trade, \$200,000; James M. Lane, county treasurer, Circleville, Ohio, \$100,000; A. B. Cleveland, president of the A. B. Cleveland Company, New York, \$150,000; P. F. Pratt, cashier First National Bank, Anoka, Kan., \$100,000; William O. Collender, of the Collender Insulating Company, New York, \$400,000; J. C. Bradley, cashier, and Charles W. Palmer, assistant cashier, Merchants' National Bank, New Haven, Conn., \$100,000; George Jessup, cashier Scranton Bank, Scranton Pa., \$135,000; W. H. Sherman, manager grain elevator, Buffalo, \$200,000; Al Graham, county auditor, Lebanon, Ohio, \$250,000; J. Frank Cullom, lawyer, Minneapolis, \$277,000; Eben S. Allen, president of the Green Line Street Railroad, New York, \$130,000; Consul General Tsaing, San Francisco, Cal., \$200,000; Alphonso Phillips, lawyer, New Orleans, \$100,000; T. V. Roach, cashier Citizens Bank, Prairie City, Iowa, \$100,000; W. B. Higginbotham, president Blue Valley Bank, Marshalltown, Kan., \$100,000; Major E. A. Burke, ex-state treasurer of Louisiana, \$500,-

000; August Culmage, agent, Rat Portage, Ont., \$150,000; Emil Van Gelder, of H. E. Van Gelder & Son, 10 Maiden Lane, New York, \$400,000; E. H. Van Hoesen, cashier Toledo National Bank, Toledo, \$125,000; W. H. Fursman, real estate, Pontiac, Ill., \$200,000.

Here are twenty-four educated rascals whose stealings amount to \$4,770,000, or an average of \$199,040 each; two of them going up to the half million notch, and both of whom got away without the slightest embarrassment, indeed it is doubtful if the great majority of them, did more than pack their grips and hurriedly take shelter in Canada.

The items given, are called “embezzlements,” and the total of embezzlements as given by months, for 1889, amount to \$12,-862,551 as follows:

January	\$1,111,643	July	\$ 892,060
February	808,219	August	1,171,756
March	1,181,487	September	903,200
April	5,888,375	October	564,657
May	433,256	November	353,775
June	87,066	December	466,527

Commenting upon the foregoing, a New York dispatch says that “the annual appropriations for the United States Navy Department are less than double the amount stolen, while it would meet the expenses of the War Department for three months. It is about equal to the total value of either the living animals, fresh and salt beef, leather, lard, petroleum, woods, or cheese exported from this country to Great Britain in a year. It is more than equal to the combined annual exports to Great Britain of iron, copper and sugar, and two-thirds as great as the total volume of tobacco or maize annually exported to the same country, these being the most important items of America's export trade. The amount would be sufficient to meet the allowances to Queen Victoria and the English royal family and the royal pensions for two years. It is greater than the total annual public revenue of the Kingdom of Servia or the principality of Bulgaria, to say nothing of the minor German principalities and duchies. It is also greater than the total annual revenue of the Republic of Guatemala, the united republics of Honduras, Costa Rica and San Salvador or Columbia and Ecuador combined. The amount is also greater than the cost of

governing either such important colonies as Tunis or Algeria by France."

Embezzlement is called a "breach of trust" but is simply stealing; an embezzler is a thief, and the meanest sort of a thief—he is a sneak thief—and these sneak thieves, as we have shown got away with more than \$12,000,000 last year. Only a few of them were punished. During all the time they were stealing they stood high in society, Many of them were pillars in "the churches." They were not known as members of the criminal classes. They dressed in "purple and fine linen." They fared "sumptuously" every day. They had beautiful homes. They dressed elegantly, as did their wives and children. They were the "upper crust," and when their crimes were made public thousands of the "upper crust" slobbered out their sympathy on the corners of the streets, and were glad, if the scoundrels got beyond the jurisdiction of the courts.

But these embezzlers are not the only robbers who prey upon society, and who are recognized as good citizens, *par excellence*.

The men who water stocks, run high or low toned bucket shops, *alias* exchange, where "lambs" are enticed and sheared; trusts, syndicates, monopolies, etc., are all of the robber tribe, who are forever in pursuit of the weak and credulous, on whom they bestow no more pity than Satan extended to Job.

Some of these iniquities can be crushed, and if that is not the purpose of the organization of workmen, it should at once be made their irrevocable purpose.

THE REASON WHY.

It is easy to ask questions and it is right to ask questions. Interrogatories are always elementary. The men who inquire are path finders. To find out the reason why is the great business of life. It has been said that "fools can ask questions that a wise man cannot answer." Manifestly, a great many foolish questions are asked, but is it not quite as true that a great many foolish answers are given to very important questions? To ask questions, let it be borne in mind, while it implies a lack of information on the particular point in contro-

versy, does not signify ignorance, in any general sense. On the contrary, it involves considerations diametrically the opposite. To have an inquiring mind, is to have a thirst for knowledge, and those who ask the greatest number of questions, other things being equal, know the most. A question is at the foundation of every enterprise. Investigation is the order. To know is to inquire. Every explorer without regard to the field of his research is a question answerer. It matters not whether he is navigating polar seas, finding his way across the dark continent, reading rocks or stars, he is seeking to solve some problem—to answer some question. In all the sciences, in all the schools of philosophy, in every educational institution from the primary, the kindergartens, to the university, the inspiration is to find the reason why. While one reasons from the cause to the effect, another reasons from the effect to the cause, and thus the sum of human knowledge is daily augmented.

It may be asked, what is knowledge? One answer comes, among many others: "Knowledge is power," it is a maxim. Men no longer question the answer, it is universally accepted. Knowledge is power. It is not given to men to know all things that by searching may be found out. Life is too short for the attainment of universal knowledge by one person, even if it were desirable. The capacity of the best brain is limited, even when the largest opportunities are afforded; as a result, knowledge, in response to inexorable laws, has its departments. Some men know more than others, but no man knows it all, and as a consequence, none are so advanced as to be relieved of the necessity of asking questions, and therefore they are ceaselessly seeking for the reason why.

The present is eminently and preëminently a question asking and a question answering age, and the term "age," should include the nineteenth century. This is not surprising, since the more the people know the more earnestly the demand, to know more. The present generation knows more than any past generation.

Mr. Sidney Smith, in a prose masterpiece discusses the question of the relative knowl-

edge of past generations, as compared with that of the present and says, "Experience is certainly the mother of wisdom, and the old have, of course, a greater experience than the young; but the question is who are the old, and who are the young? Of individuals living at the same period, the oldest has, of course, the greatest experience; but among generations of men the reverse of this is true. Those who come first (our ancestors) are the young people, and have the least experience. We have added to their experience, the experience of many centuries; and, therefore, as far as experience goes, are wiser, and more capable of forming an opinion, than they were." If the reason why we of to-day know more than any past generation is asked, one answer is ready—we know all past generations knew, and have added largely to the sum total. Moreover, it being true that we know more, we are in a position to solve more difficult problems, for knowledge being power, its power is exerted in the accumulation of knowledge—and not only in its accumulation, but in finding means for its preservation and dissemination.

And here, the thoughtful reader will find not only satisfaction in contemplating the vast superiority of the present as compared with the past, in the knowledge possessed but in the means provided for its wide diffusion.

As an illustration, take a man whose investigations have resulted in adding to the sum of human knowledge. He concludes to make an enduring record of his researches by writing a book. At this point the modern printing press comes into view. The book is issued in multiplied thousands and the world is benefited. The present is a book-making age, and a reading age to an extent unknown in all the past.

It would be easy to show that the people who have lived in this nineteenth century in the matter of knowledge are superior to any and to all past generations of men since time began. More questions have been asked, more satisfactory answers given, more reasons why, than during any previous century—and now, the human mind is more than ever active.

In all the past the few have ruled the

many. Why? The few had the knowledge. The many yielded to the power it exerted. In some lands despotism still continues, but throughout all christendom the reason why is being asked with ever increasing emphasis. Antiquated theories are no longer accepted. Men may talk of our wise ancestors, the wisdom of old times, of venerable antiquity, etc., but the great majority will not listen, they will not yield, they will not bow down.

In the United States of America the many know more than the few. They read books and papers, all the avenues of information, of knowledge are open to the many, and men, in all the walks of life are estimating the power of knowledge and are preparing to wield it in a way that the greatest good shall be secured to the greatest number.

The wage workers are asking the reason why for strikes, and the answer comes, because wrongs exist—because injustice prevails. The question arises can the wrong be cloven down and the right enthroned? If not, then the die is cast and fate decrees human nature a failure. But such is not the conclusion. The advancement in knowledge and the power which knowledge confers give an affirmative reply. Some wrongs have disappeared and the mighty mustering of the mind forces has but just begun. The fight has been simply skirmishing. In the absence of unification, consolidation, federation, the many have not learned their power. If there is wrong and injustice, want and degradation, the reason why is not fully understood, but it is being grasped. The awakening forces are at work, working perhaps, as the coral builds continents, but certainly at work. It has been said and sung that

"Truth crushed to earth shall rise again,
The eternal years of God are hers."

To help the truth to rise again, is the mission of the *Locomotive Firemen's Magazine*. We do not doubt results. Our faith is the substance of things hoped for. We only ask the coöperation of the Brotherhood.

THE Pennsylvania railroad reported for 1889 earnings of \$2,000,000, in excess of 1888.

PETROLEUM AND NATURAL GAS.

In certain localities natural gas and petroleum are found a few hundred feet below the surface of the earth, and wherever found the work of boring for these substances goes forward with ever increasing energy. Holes are being bored by the thousand, and gas and oil are coming to the surface in steadily increasing quantities. The natural gas is used for fuel in home and factory and for illuminating purposes; petroleum performs the same services with many others of great value to the human family. This gas and petroleum have at last become essential to progress, indeed they are regarded as prime factors in carrying forward the great enterprises of the times and could not be surrendered without entailing wide spread disaster and inconvenience. Just at this juncture latter day warnings are sounded. The scientist has begun investigations, and, so far, the conclusions arrived at are anything but quieting. Prof. Joseph F. Jones, in a late issue of the *Popular Science Monthly* assumes that "the earth is a hollow sphere filled with a gaseous substance, called by us natural gas, and he thinks that tapping these reservoirs will cause disastrous explosions, resulting from the lighted gas coming in contact with that which is escaping. He compares the earth to a balloon floated and kept distended by the gas in the interior, which, if exhausted, will cause the crust to collapse, affect the motion of the earth in its orbit, cause it to lose its place among the heavenly bodies, and fall to pieces." In saying this, Prof. Jones adheres to the generally accepted theory in regard to the internal condition of the earth, but it would seem to be in the line of safety to permit some of the internal gases to escape rather than keep them pent up and rely upon the laws of attraction to keep the earth on its regular circuit around the sun. Prof. Jones' balloon theory is not likely to scare men in search of gas, or oil, or both.

Another writer is reported as saying that drilling for gas, oil, salt water and other subterranean treasures should be prohibited by stringent laws. He thinks there is great danger of an explosion, which, should it occur, the country along the gas belt from Toledo through Ohio, Indiana, and Kentucky will

be ripped up to the depth of 1,200 feet or 1,500 feet, and flopped over like a pancake leaving a chasm through which the waters of Lake Erie will come down, filling the Ohio and Mississippi valleys, and blotting them out forever. If the gas in the district named should explode we doubt if the extent of the disaster is exaggerated; but all sorts of explosives have been used to "shoot" gas wells to increase their flow without disturbing to any serious extent Pluto's dominion, and we doubt if the northern lakes are to submerge all the Sunny South-land in the near or the remote future.

But still another scientist has been investigating the gas wells with "telephones" and delicate thermometers, and he announces startling discoveries. He distinguishes sounds like the boiling of rocks, and estimated that a mile and one-half, or so, beneath the Ohio and Indiana gas field the temperature of the earth is 3,500°.

The scientists say an immense cavity exists and that here the gas is stored; that a mile below the bottom of the cavity is a mass of roaring, seething flame, which is gradually eating into the rock floor of the cavern and thinning it. Eventually the flames will reach the gas, and a terrific explosion will ensue." Taking such views into consideration, the future, it must be confessed, is not altogether lovely; nevertheless we are inclined to the opinion that the boring will proceed, and that the wealth of the world below the surface will be utilized for the purpose of carrying forward the world's enterprises.

THERE are going the rounds of the press special telegrams relating to the death of celebrated dogs, which were so fortunate to live in Boston, the "Hub" of the Universe and the Athens of America. One dog by the name of Mentling, valued at \$20,000, died of heart disease. Icford, valued at \$10,000, died of peritonitis, and Countess, a valuable, handed in her checks, because her boudoir was not properly ventilated. Such stuff, relating to dog, whelp, and hound is wired from Boston, while the death of men, women and children, who sickened and die, half starved, half clad and meanly sheltered, are unwired and unwept. Such is a feature of modern civilization.

THE Philadelphia *Record*, discussing the alliance between the Knights of Labor and the farmers says: .

We have a profound distrust of the meddling of secret societies in politics. For this reason we look for no public advantage as a resultant from the coalition of the Knights of Labor and the farmer's secret organizations. Some of the measures which they advocate—like the free coinage of silver and government ownership of railroads—are dangerous or dishonest. To cheapen the legal tender of the country would be mere stealing from the pockets of one portion of the people to fill the pockets of another portion. To put the railroads in the hands of the federal government would be to turn the government over in perpetuity to whatever party should have possession of the railroads and the government at the same time. That party could not be dislodged. A fusion brought about with such ends in view is a fusion of scatter-brains. Neither the great body of laboring men nor the farmers could be led or driven into the support of such folly.

As for the free coinage of silver, it is worth while to say that no nation or individual ever failed, or went into bankruptcy with a surplus of silver dollars. No good reason is assigned for preferring national bank bills to greenbacks. As for the government owning and operating the railroads and telegraphs of the country, we think the objections of the *Record* well taken, but that the Government should hold a tight rein on all corporations that deal with the public is manifestly right and proper and we are not likely to have too much of it. As for secret organizations entering politics it so happens that the moment they touch politics their secrets are made public and ten thousand secret organizations could not make politics more corrupt and vicious than at present in Pennsylvania where the *Record* is published.

BOILED down, the facts relating to railroads in the United States are authoritatively stated as follows: There are in constant operation 165,000 miles of railroads. During 1888, 475,000,000 people were transported, and 600,000,000 tons of freight; 1,000,000 employes were constantly engaged, 30,000 locomotives, 21,000 passenger cars, 7,000 baggage cars, and 1,000,000 freight cars were used in transportation work; \$8,000,000,000 represents the capital invested in construction and equipment alone, besides which, there is expended yearly for labor and supplies the enormous sum of \$6,000,000,000.

SOUTH Carolina took two prizes last year for the largest yields of corn per acre. The *American Agriculturist* offered \$500 as a prize and South Carolina \$1,000. A number of farms competed for the \$500 prize, and forty-five showed an average yield of 104 bushels of shelled corn per acre, but the South Carolina farm showed the remarkable yield of 255 bushels of shelled corn per acre, which when kiln dried was reduced to 239 bushels. The report says, "the variety was Southern white gourd (dent), improved by twenty years' selection until the ear had from 20 to 36 rows of kernels. The kernels were very large—many nearly half an inch long—and the growth so tremendous that fences had to be built between the rows to support the overweighted stalks. An extraordinary amount of manure and fertilizer was used, but it is claimed that the crop paid, if due allowance is made for improvement of the soil. Indeed, the acre on which this big crop was grown was part of a tract which only a few years ago was known as Starvation's Empire."

Such facts show very clearly that the United States can feed the world, and yet thousands of Americans languish for want of corn bread.

It was given out that a member of the committee which demanded the removal of Mr. Russel said, "If he isn't discharged it will be the greatest mistake the company ever made, and it will hurt Chicago more than anything that has happened to it since the fire. In two days not an engine or car will leave or enter Chicago, and the strike will spread and take in so many other issues and causes that it will not be settled, perhaps." The *Switchmen's Journal* says no member of the committee made such an assertion. The committee certainly made mistakes enough, without being credited with such a fool threat as we have quoted.

ENGLAND reports 28,729 thieves over sixteen years of age. Suppose they should manage to steal, on an average, 50 cents a day. We could match the entire gang with Austin Corbin and his pals who have Russianized a good portion of Pennsylvania.

The Church and its Mission.

As a general proposition, the church, by which is meant professed Christians, without regard to denominational name, resents with great emphasis, that it is not fulfilling its mission in the world. If the allegation is made by an outsider, it is deemed a satisfactory answer, to class him or her with infidels, and, if one within the pales of the church, as an apostate, a heretic, deserving of anathema. Nevertheless, men of opinions and convictions, who read the New Testament, and are familiar with the teachings of Jesus Christ, persist in declaring that the church has missed its mission, and that it exists for purposes widely different from those which animated its founder, and in very many regards burlesques religion; that it not only makes religion ridiculous, but uses it, in numerous instances, for purposes which excite detestation.

In the *Arena* for July, Rev. Carlos Martyn, D. D., has a paper captioned "Churchianity vs. Christianity," well calculated to produce a sensation in religious circles. Mr. Martyn writes without gloves. He strikes terrific blows. He is iconoclastic. No sham escapes his eye nor is spared by his pen. He is one of "the cloth," not an outsider. He ministers at the altar. He feeds the sacred fires. His lips have been touched with live coals, and his thoughts breathe and his words burn. He says "Churchianity may be defined as Christianity formalized. It is like counterfeit coin—current but false." * * * "Whenever form is put for substance, whenever the medium is regarded as the essence, Christianity crystallizes into Churchianity. We have a religious establishment, but no longer religion. We look for Christ and find a church. We ask for bread and are given a stone."

Rev. Mr. Martyn says, "in this country we have no state Church," that "our danger comes from a different direction but results in the same abuse," and adds:

The American pulpit is dependent on the pews. Therefore its inevitable temptation is to preach within the limits of parochial desire and prejudice. If the congregation were predominantly spiritual, this would give ample liberty. Unfortunately, however, the average congregation represents the world, the flesh and the devil: so that the minister in addressing the trinity above keeps an eye and ear prudently open towards the trinity below. A lady of the writer's acquaintance has hanging on the wall of her dining-room a motto worked in worsted which reads: "The Lord will provide;" to which her vagabond husband (whose name is George) has added: "but George pays the bills!" Those who pay for the music usually dictate the tunes. Since the unadulterated Gospel might offend this important parishioner, and that liberal supporter, and yonder wealthy manipulator of the market: since the feelings and interest of a great variety of people must be consulted and deferred to by a clergyman who desires to fill and hold any prominent position, is not a padlock put on the pulpit by the voluntary system as effectually as though a government turned the key?

As compared with England, we simply exchange the bench of bishops for the lords—brethren, the throne for the pews. Moreover, the church is full of "pomp and gold." Fashion invades it. As where fashion is there will be, ceremonialism, with scrapings to the east and bowings to the west. The less fervent the piety, the more sounding the ritual. There is a beautiful body of doctrine without its soul of practice—like Hawthorne's hero in the "Mable Faun." Phariseism is thus resurrected and baptized with a Christian name. Pray, what is it but Churchianity?

Burke said he did not know how to indict a nation. Whittier one of the most devout of men, diects American Churchianity:

"But the living faith of the settlers old
A dead profession their children hold
To the lust of office and greed of trade
A stepping stone is the altar made.
The Church, to place and power the door,
Rebukes the sin of the world no more,
Nor sees its Lord in the homeless poor."

The foregoing is a terrible arraignment of the church, and it is true as truth. There is not a holy sabbath of the year, that the church does not afford crushing exemplification of Dr. Martyn's allegations.

Dr. Martyn invites the reader to "turn over the catalogue of recent and current forms." He refers to the "anti-slavery cause," temperance," to the "sphere of women," and charges that "Churchianity has been the resolute opposer of every single forward step." It has had an excuse for everything. He says:

Take the Labor movement—the movement of masses against the classes, in Gladstone's phrase, of the movement of the toilers to rescue from the clutches of work and wealth, shorter hours and a share of the profits. This movement, the world over, the latest and largest of miracles. From Russia to the United States, Labor is marshalling its forces for the purpose of controlling to-morrow.

Straws show which way the wind is blowing. Of these tell-tale straws is the popular outcry against trusts, monopolies, and the protean shapes assumed by illusive and aggressive capital. Another is the multiplication of Labor organizations, and the gravitation of these toward federation. Another is the sale within a few months of 250,000 copies of Edward Bellamy's industrial romance—a book that owes its phenomenal success to no special dramatic style, still less to any novelty of suggestion, but only to the universal interest in the industrial revolution.

Churchianity takes no interest in it, never notices it, knows nothing about it. The Pharisees are too busy bombarding the Pharisees of the nineteenth century. They only say: "Bless us! what are those fellows in their shirt-sleeves are making of there. Let us sing the Doxology."

The slave cries: "Church of the living God, give me to liberty!" And Churchianity replies: "Be quiet. You are black. Stay where you are, and we are trying to send the free colored people back to Africa." Temperance cries: "Christians! and to mediate this cancer of drunkenness which is eating out the vitals of civilization." And Churchianity responds: "Did not Paul advise Timothy to take a little wine for his stomach's sake?" Women cry: "I am trembling between starvation and the brothel. Open to me broader avenues of occupation." And Churchianity answers: "Fie! Fie! shame! Do you want to unsex yourself? Go to and darn stockings and rock a cradle." Laborer cries: "Give me a chance. I want shorter hours, but wages, more bread on the table, and part ownership in what I make." And Christianity whispers: "Capital rents the pews, pays for the music, patronizes the parson. We'll open a soup kitchen. We'll build a mission chapel on a side street and name it 'St. Lazarus.'"

Such is Christianity under the reign of "Churchianity." Dr. Martyn surveys the whole field and he plows it with relentless honesty. He sweeps along like a cyclone. Subterfuges and coverts are torn up and shattered. He speaks of "the weakening grip of the church upon practical life," and adds:

It builds cathedrals, not men. It meets on Sunday for worship in splendid exclusion and seclusion, and shuts the building through the week, while the congregation is occupied at the theatre, in the ball-room, or on Wall street. The pulpit, warned off from the treatment of living issues, drones through a parrot-like repetition of the creed, and puts the emphasis on belief when it should put it on conduct.

Another result is that the Church is preempted (and emptied) by wealth and fashion. Lawyers who are of counsel for trusts and monopolies; capitalists whose names are identified with tricky monetary transactions; leaders of the *ton* whose real god is society, occupy the highest seats in the synagogue, and love to come because they can feel sure that they will not be reminded of time in the contemplation of eternity.

Saddest of all, the industrial classes are conspicuous by their absence from the church, like the images of Brutus and Cassius in the imperial procession. There is an almost complete alienation from institutional religion on their part. Those who were foremost in planting Christianity—in its apostleship, among its most devout adherents, its chief beneficiaries, its saintliest exponents, its most eager martyrs—are now embittered and critical.

Such pen pictures of the Church, tell of universal demoralization. They are not pleasant to contemplate. They tell of rottenness and decay. But they are true to life. Contradicted they may be, but they cannot be disproved. Will they arouse the church? Will they change its methods? We do not believe it. The church is a business institution. It has vast incomes. Its pillars are firmer than those of Dagon, and though Dr. Martyn is gigantic and towering in his facts and logic, he is not strong enough to bear away the rich men, trust barons, syndicate kings and money lords, who are the pillars of the modern church.

No greater demand upon the church was ever made than to come forward and help workmen secure rights denied them by employers; but it sits silent, or croaks like Poe's raven, "never more."

J. B. Shrew.

Labor's Right to the Earth.

A PARAGRAPH in your article on Austin Corbin, taken from his contribution to the *North American Review*, and your reply to it, seems to me to involve a third and more important truth. Mr. Corbin says: "The wage question is one in which capital, as such, is only remotely concerned. It is primarily and essentially a question between the employers and the employed." And the substance of your reply is that it is a war between the employes and such unjust employers as Mr. Austin Corbin. Now there is undoubtedly

some truth in both statements. But is it not possible to go deeper?

The employer! who is the employer? Society is the sole employer of all labor. There will be work for each individual, and high wages, too, so long as the effective demands of society render to the worker an equivalent for the value of all his production. His wages will be measured by the effectiveness of this demand; and the so-called employer is merely the assistant capitalist in the work of getting these things ready for the consumer.

All theory, you say. Well, let us examine it closer. A man on a desert island needs no employer. He goes to work himself. Robinson Crusoe and his man Friday cooperating in production constituted the society of Juan Fernandez. Friday was his slave, you say. Ah, yes, that is so. But this was because Friday was a fool, or to speak less harshly, he had been brought up without educational advantages. But let us suppose Friday had been an Englishman, instead of an ignorant black, and his former occupation that of farmer or mechanic. When he landed on the island he would not have sought the protection of Crusoe, but he would have taken up a little patch of land and gone to work. Suppose even that Crusoe possessed all the capital. What of it? Couldn't Friday, had he been an Englishman, or American, or anything but what he was, *have got capital out of the land?* He wouldn't have gone to Crusoe, and prayed him for God's sake to give him employment. Crusoe would have said or perhaps he would not have said: "Why, go to work yourself. I can't forbid you employing yourself. *I don't own the island.*" Then this English Friday would have gone off and applied his labor to the land, and the thing he was best adapted to do he would have done, in return for things which Crusoe's labor could, in like manner, most advantageously produce, and the society of the island would have been established on firm foundations—equal rights to land as men, and mutual interdependence as producers in cooperation under freedom, for, of course, trade too would have to be free.

Now make no mistake about it. What is true of simple is true of complex life. Drop Crusoe down into New York City and the conditions are the same. The same natural law of the right to land, and the same natural law of the interdependence of all producers, obtain here as on the island of Juan Fernandez. But the difference here would be that the operations of economic laws, perverted from their true uses, have not been permitted to do their beneficent work. Crusoe must seek for an employer, for one who will permit him to go to work on his land, or for one who has bought the permission of some one else. Thus labor is a slave.

The very terms employed are badges of labor's slavery—the sign and signature of industrial dependence. The employer is master or boss, the employés are hands; and we are accustomed to hear men speak of a working class, as if it were a lower class. There is no class necessary to social existence that is not a working class. There is, it is true, an upper and lower strata in the social organization; but the upper strata is the industrial element, and the really lower and ignoble strata is composed of the classes, by whatsoever name they be known, who subsist upon the earnings of the other.

That labor is really a slave we may see if we will but look. The story is told of a beautiful Circassian slave who was pressed upon an American traveling abroad, and he was urged to bring her to this country, for *being a white slave* no one would dispute his right to her.

Look at the condition of the protected Pennsylvania miner of to-day! And then think of people who in winter want coal. And then think of the United States with its vast surface of 3,000,000 square miles with 1 square mile of coal field for every 15 square miles of territory! Think of California, where there are sixty acres for every soul, and men are arrested for vagrancy! Think of Maine, which has more land than the area of the other five New England states combined, and from which men travel west, leaving fireside and family, in search of land! And out along the lines of the far western railroads men lie down at night because they have no home. And yet there is scarcely a cattle raiser or ranchman in all the cattle raising regions of the West who is not a land trespasser or land thief. Thousands of acres of the still existing public domain are being used by millionaire ranchmen.

Until the equal right of all men to the use of this earth is proclaimed and made effectual in the laws, labor must still go seeking an employer, must still have an uneasy suspicion that it is capital that employs him, must still dread the coming of Europeans to our shores, and must still remain the prey of politician, the victim of monopoly, and the despair of angels.

Joseph Dana Miller.

Railroad Men in Politics.

THIS is the title of a rather suggestive paper in the July issue of the *North American Review*, by Chauncey M. Depew. He reminds us in the introductory paragraph that he was an unsuccessful candidate for the presidential nomination before the Republican National Convention in Chicago, 1888. Unsuccessful, he intimates, because of his being a railroad man. It is very evident that he desires to leave

the impression that a reconsideration of that conclusion would be most acceptable. Commenting upon this a well known and able western journal remarks:

If Mr. Depew were not a candidate for the presidential nomination, his article would have a very different character. It is nothing less than astonishing that he permitted himself, under the circumstances, to write an article of this sort. It is so clearly an argument in his own interest that one cannot but be surprised that a man of his intelligence made such a palpable blunder.

Mr. Depew's article is plainly inspired by an ambitious politician, and one who cherishes the interests of corporations with a devotion far deeper than the love he bears the horny hand that made him great. Organized labor is not without good reasons for this belief. I am not chiding him for this preference. I merely desire that we understand each other and to secure this we should know our relationship not only as employes but as citizens of the same Republic.

He supports Mr. P. M. Arthur in his opposition to federation, a most important measure for the advancement of every branch of organized labor, and to advance organized labor is to advance the interests of every man that toils.

That state is the most prosperous whose wage earners receive the most pay for their labor. The workingman is the greatest wealth distributor in the world; this is true in its broadest and most comprehensive sense. In proportion as the resources of the workingman are reduced, so are the channels of prosperity narrowed and weakened. Mr. Depew must distinctly understand that organized labor knows best what it needs and a proposition like federation that never received a breath of opposition, supported by any argument worthy the name, should, if he is sincere, give it his unqualified approval, or show cause why he denies it. The mere assertion that he is "ag'in the gover'ment" will not be considered logical or to the point, or even to echo that sentiment coming from another, who ought to know better, but does not, will not be accepted as sufficient to meet the cogent reasons for the establishment of federation. If he does not understand it, he can learn every phase of its character in far less than half the time that it will take him to convince the railroad men of the country that his failure to receive the presidential nomination was intended as an affront offered to them.

Mr. Depew says: "Some remarkable cases have come under my observation, where the employes with all their supposed hostility to capital became its protectors." There is nothing remarkable in this. Labor never has been hostile to capital. Labor has and always will be hostile to the arrogance and tyranny of capital, but never to legitimate enterprise when conducted with

a spirit of justice toward the employes. The proof of this is clearly shown by the existence and teaching of labor organizations. How does the work of combined capital compare with this? Have they given labor that consideration that organized labor has displayed towards capital? Ask the hungry women and children of New York and Pennsylvania whose industry has built colossal fortunes for a few. Ask the employes of those well regulated railroads of New England, where Mr. Depew says, "the feeling against railroad men in politics never existed." Look at the pitance they receive as compensation for their labor, then you will not wonder at their indifference as to whether Mr. Depew or any other railroad president is nominated or not. Their struggle for existence is too sharp and absorbing to permit their attention to be attracted in any other direction. How often has labor been forced to share what is declared to be the adversity of capital, but who, outside of coöperative establishments, ever hears of labor being invited to share the prosperity of capital, that labor has materially assisted in creating?

In this whole paper Mr. Depew labors to show us that the object of all railroad men in politics from the highest official to the humblest employé in the service, is to advance the interests of the company, thereby advancing his own. This sounds very well, but what are the facts? Surely the disability act making it impossible for an employé to collect damages from the corporation for any injury he may receive is not for his benefit; no more than is the conspiracy law of Illinois that denies its citizens the privileges guaranteed to them by the Constitution. Yet these are only two examples from hundreds of others that have been crammed into our statutes against the liberties of the people by the agents of railroad and other corporations, in our state legislatures and national assemblies. These representatives were not men from the road or shop service, but men who, while acting as representatives of the people, were in the pay of corporations, as are many of our Senators and members of Congress to-day. When the legitimate railroad man enters politics supported by his fellow-citizens of other avocations, then these abuses will be eradicated. But Mr. Depew says, "all railroad men are politicians, and active ones," and further, he continues, "they are teaching the politicians the lesson that their votes are as good as those of anybody else." Now, we all know that railroad men, as a rule, are not politicians and certainly not active ones. With more than one railroad you will not be permitted to be an active politician, unless you are active in securing the election of a railroad attorney. They have not yet taught that lesson of which

Mr. Depew writes, that is, not with the force and effect that the future will demonstrate. Railroad men have realized that there are other and greater considerations than wages and those can only be obtained by a combined effort in politics, irrespective of party.

Tim Fagan.

The Brakeman's Story.

IT was a wild bitter January night, snow and sleet were falling and taken altogether it was a bad night for a railroad man.

I was a reporter and was taking the trip from Terre Haute to St. Louis. For the novelty of the thing I had ridden on the engine for several miles. At last, driven by the cold, I had returned to the smoking car and was enjoying a fine Havana.

The engineer of the train had attracted my attention; he was a tall, nervous looking man with refined, clear cut features and was very pale. I was thinking of him when the brakeman came through and stopping at my seat, said: "Don't you know me, old boy?" I looked up and recognized him as being an old school mate of mine.

I made room for him and we were soon discussing old times and the changes which had taken place since I had seen him last. The conversation soon tended to the railroad and I questioned him about the engineer who was on the train.

"It's quite a long story," said he, "but I'll tell you all about it." "Five years ago, this engineer had a hateful run in the southern part of the state. The road went 'round a sharp curve and below it was a deep cañon and just ahead was a rotten old bridge that had long been declared unsafe, but the company was hard up and wouldn't build a new one."

"Well, one night—it was a night just like this, Charley received word to take the engine up to C—. He was all tired out for they'd worked him hard for a week and he was so dead for sleep he could hardly keep his eyes open. But of course he obeyed orders and went down to the station for his engine."

"Charley lived about a mile and a half from the sharp curve and he knew the ground so well that you'd think nothing could ever happen, wouldn't you?" I assented and Brakeman Bob went on with his story.

"Charley had the cutest little boy you ever laid your eyes on. The young one had just gone into knickerbockers and he'd strut up and down the platform when his father would come in, with his hands stuck into his pockets, as happy as a king. His mother wouldn't have his curls cut off and I'll be hanged if he didn't look like one of

them Fauntleroy's, that folks are talking about."

"Well Charley was forever speaking of him and getting off his sharp sayings and every man on the road took an interest in the kid and would give him candy and such stuff."

"That night Charley didn't have much of a load going up to C—, but on the home run there was a lot of theatrical people, some opera troupe, that had an engagement at Cincinnati and were in a rush."

"Meantime, while Charley had been gone, the old, rotten bridge had caught fire and if something wasn't done right away it would be Charley's last ride, for the curve was sort of up grade and when they got 'round that, they'd be going so fast that that they couldn't stop and would go down into the deep black water of the cañon."

"Charley's house stood up higher than the others and it so happened that little Bert went up stairs to get something for his mother. It was pitch dark, but the little chap wasn't afraid. He looked out of the window and saw that something was burning, he called his mother and she soon saw it was the old bridge. She was a real delicate woman so the only help to be had was Charley's kid.

"The train was due in half an hour so there was not much time left. Of course Bert couldn't run a mile and a half in thirty minutes, but he knew of a short cut, he had often played up there, so, knew the way pretty well."

"He grabbed a lantern and his mother fastened a red scarf around his chest and he ran out of the house like a streak of lightning. His big dog, Don, seemed to understand something was up, so he followed his master."

"When Bert reached the bridge the fire was all out but it was so burnt that he knew the train would go through if it tried to cross."

"He got over, the beams were left, and he was cute enough to hold on to Don and at last he was on the curve. There wasn't any extra space, for the rails were on trestles so he couldn't step off if the train should run him down."

"He stooped down and put his ear to the track. He could hear the far off rumble of the approaching train and soon the head light could be seen looking no bigger than a firefly."

"Little Bert tore off the red scarf and wrapped it 'round the lantern and began to wave it with all the strength his tiny arms possessed."

"Charley was keeping a sharp lookout ahead, and he soon saw his curly headed boy. He knew in a minute that it was Bert and that something had happened to the old bridge."

"They stopped the train as soon as they could but little Bert had been run down and—killed."

The brakeman could not speak and I openly wiped my eyes, he resumed however, in a little while.

"They took him home and his mother carried on awfully and Charley's never been the same man since. Little Bert looked just beautiful in his coffin and there were lots of flowers. All the men turned out and there wasn't standing room in the house."

"The people that he'd saved made up a purse and put up a sort of monument to the boy. The bridge was built over but nothing can make Charley cross it."

"Bert's mother didn't live a year after the accident, and Charley never talks any more is he cheerful for he's always thinking of his child who sacrificed his life that other might be saved."

His voice broke again and picking up his lantern he left me.

The story was so simple, yet so tender, sad and true that I wrote it out from memory that others might hear the story of brave little Bert. *Edith Bradford Green.*

THE WATCHWORD.

From heights above all human strife and din.

I look out o'er our Continent's domain.

The signs of progress point where men have been

Engaged in battle for the honored gain

Of our great nation.

What means this living wall in yonder vale?

Phalanx'd with earnest hearts in unison.

It closes round an emblem, staunch to hail

Its stirring magic word with voice as one

In salutation.

From out the city's busy, teeming throng,

There pours the thoughtful work of brain and hand.

To join the ranks' array of Right 'gainst Wrong

Whose watchword set on high throughout the land
Is "Federation."

Down from the by-paths of the hillside green

Grim faces with firm-ordered tramping file.

The same mysterious pennant here is seen

To stream above the van mile after mile.

Of "Federation."

They march across the plains that stretch beyond

The east to west—this throbbing country's head

Labor hath spanned the gaps that intervene

Its enemies can only stand apart

From "Federation."

Time was when men oppressed knew but despair

But now Success and Right go hand in hand

So long as Freedom's Eagle cleaves the air.

Pure aims, that seek man's good, must join in grand

Organization!

E. M. D.

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the tenth day of each month.

Steam Distribution.

There are few more interesting problems in steam engineering than to trace out the relative positions of slidevalve and piston, so that we may know just where the piston is for any position of the valve, and *vice versa*.

To those who are not used to this work, it seems, sometimes, rather dry and difficult work; but it may be simplified very much by very easily applied and understood graphical means, and with the aid of a few pieces of cardboard properly cut.

We will take an engine which has four inches of valve travel; the end ports are each one inch wide, the bridge is one inch, the outside or steam lap one inch, and the inside or exhaust lap $\frac{1}{2}$ inch. The width of the middle port or exhaust port is $1\frac{1}{2}$ inches, and the lead we will assume is $\frac{1}{8}$ inch upon each end.

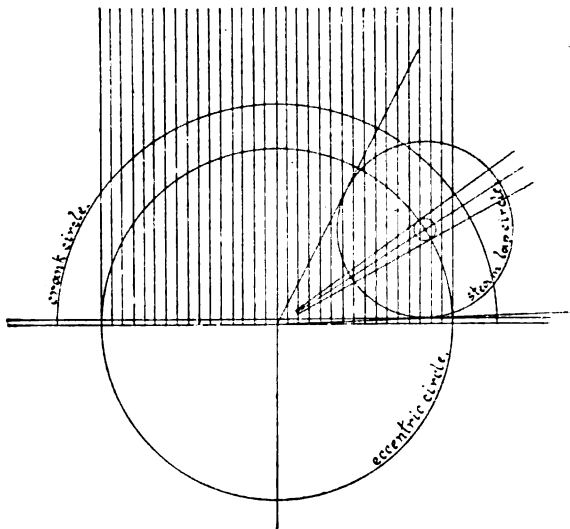
Take a manila card about 6" \times 3 $\frac{1}{2}$ " and draw a light, straight line down the middle of its width. Let this represent the

and a metal-edged rule, slice the valve from its seat, so that it can be moved along thereon.

It might be well to hatch in the laps a little more heavily than the rest of the valve legs, before cutting the valve from its seat.

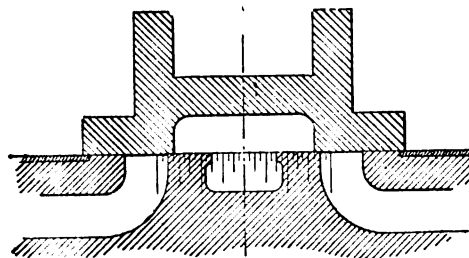
Now, moving the valve upon its seat, to one side of its central position, to the full extent of its travel, you will be able to see whether or not it opens the end ports fully for steam, and if there is no over-travel; also, whether the middle port is or is not choked by the inside edge of the valve at extreme travel.

Now for the means of telling about the



valve in relation to the piston movements:

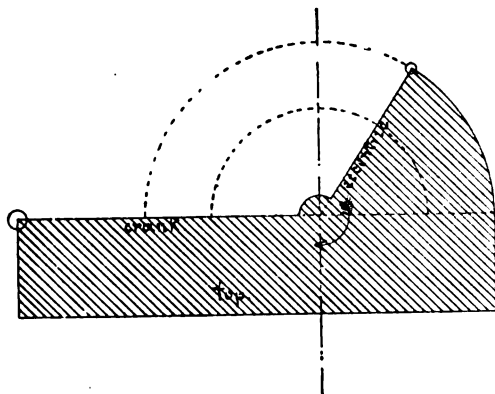
Take a manila card about 10 \times 12 inches in size; place it with the length horizontally; upon it, about centrally, draw a circle having a diameter equal to the valve travel. Draw a horizontal and a vertical diameter thereto. Above its horizontal diameter, and parallel thereto, draw a line $\frac{1}{8}$ inch therefrom; this being the amount of lead. Parallel with this, and at a distance above it equal to the amount of the steam lap, or one inch, draw with a needle point a line cutting the circle at the right hand side (supposing it to be an engine that "runs over"). Where the needle point line cuts the main circle, which we shall call the travel circle, or the eccentric circle, draw with a radius of one inch, (because that is the amount of steam lap upon one end), a circle which we shall call the steam lap circle. With the same centre, draw another with a radius of $\frac{1}{2}$ inch, this being the inside or exhaust lap circle. Draw from the centre of the valve travel circle, two diameters tangent to each of the lap circles. Draw another diameter



top of the valve seat. Draw a line at right angles to this, in the middle of the length. Below the horizontal line lay down the ports and bridges to half scale and hatch them in as shown. Above, lay down the valve in a simple form to half scale; hatching it in too. With a good scale rule, lay down a scale of eighths of an inch, to $\frac{1}{2}$ scale, so as to represent two inches each side of the central vertical line. (It is best to mark these in with red ink.) Now, with a sharp knife

of the valve circle, through the centre of the lap circles. Note the angle which this makes with the horizontal diameter of the valve circle. It is the amount in excess of 90° , that the eccentric will have to be set ahead of the crank, for the given lap and lead.

Upon another manila card draw a semi-circle four inches in diameter, with a vertical



radius, which will, of course, be 90° from the diameter. Draw a semi-circle of $1\frac{1}{4}$ inch radius, concentric with the larger one. Lay out to one side of the vertical radius of the four-inch circle an angle equal to that already mentioned as being the excess over 90° that the eccentric must be put ahead of the crank. Cut out the card as shown in the diagram, so that you will have a templet for the angle which the eccentric makes with the crank. Mark one side of it "top," and mark one of the edges of the angle "crank" and the other "eccentric." Make a fine needle hole exactly in the centre.

Perpendicular to the horizontal diameter of the large diagram draw a number of parallel lines, $\frac{1}{8}$ inch apart (red ink preferred), extending across the whole face of the diagram.

Now apply the templet concentricly to the valve circle, using a fine needle for a pivot.

Put the crank edge of the angle in the templet along the left hand half of the horizontal diameter of the valve circle, and note that the arc of the four-inch circle, upon the other side of the angle, cuts the vertical graduations at a point showing that the valve has, when the crank is upon the back centre, gone $1\frac{1}{4}$ inches from its mid position or $3\frac{1}{4}$ inches from its back position.

Turn the templet around to the right and you will be able to see just where the eccentric and the valve are if in crank position, or just where the piston is if in valve position.

In order to show the piston position as well as the crank position, draw upon the same line as the main diameter of the valve

circle a semi-circle ten inches in diameter lying above this diametrical line. Draw a horizontal line parallel with the diameter of the semi-circle and six inches above it. Graduate all the space between this last horizontal line and the valve circle, decimally, say, into inches and tenths of an inch with red lines, marking the inches and half inches more strongly than the tenths.

Make another templet having the same angle as the other, but with the left hand arm five inches long, and the other only two. Put this upon the diagram as the little one was. Mark the long arm "crank" and the short one "eccentric."

Turning these upon the diagram you will be able to read the valve travel upon the bottom of the diagram and the crank and piston position upon the top. Thus: when the valve is at its furthest position forward, the piston has made 0.28 of a forward stroke; when the valve is at mid position and the belly of the eccentric below the shaft the crank is above the central line and the piston has made 0.84 of the out strokes, and so on.

You can learn more in one hour with a simple appliance like this than in a week with non-movable diagrams.

Robert Grimsdale.

Review of the Reviewers.

MR. EDITOR:—I first make my bow to you and offer an apology for some epithets and slang phrases, that I permitted myself use in some of my former articles. They don't look well in a scientific journal, and are unbecoming an argument on a scientific subject. I was led to this by two causes. First, because similar epithets and phrases had been hurled at me and my articles by my critics, and second, because I wished to provoke them to say something definite and tangible on the points at issue.

I am sorry I was influenced by the first cause, for it is not my desire to hurt any one's feelings, nor to get the ill will of any of my critics; and for the second cause, they have partially succeeded. They have not stated enough of their "facts" to make a small subject for dissection; therefore I hope you will excuse me for these "pleasantries" or rather "unpleasantries," and pardon past offenses, and I will promise to steer clear of such in the future. It would be unbecoming your excellent journal. As for the gentlemen—my critics, any or all of them will point out when I used any "epithets or slang phrase" in my articles such were used towards me, I will make due apology. My critics have become numerous, that I cannot reply to them in detail, but must take them collectively at the different points; and they have been

so voluminous, that I can't refrain from exclaiming: "Who are these that darkeneth counsel with words without knowledge; they openeth their mouths in vain" (to get the Dr. entangled.)

The little subject for dissection for a short name, we will call "facts." "Eccentric Strap" wants me to change my tactics. All right! I have been taking my "supposes" and figuring out the "facts." Now I will take your "facts" and figure out your "supposes." And for a basis I will commence with "E. S.'s" big train. Hear him:

"I will give you a brief history of a trip with a 16"×24" eight-wheel engine, and this is a fact." (Reader, please remember he is stating facts, and facts are stubborn things.) "We started out with a train of forty loads, and sure enough loads we found them; we filled our tank and started, but the forty loads were so heavy, that our speed could not be got up to more than six miles per hour. The tank held 2,700 gallons of water and was full and boiler full. Steam was kept at 140 pressure, no waste through the pop; pressure never below 135 pounds, and only down to that occasionally, when the injector had to be put on in addition to the pump to keep water in her. The engine was worked at from twenty to the corner all the time, but very near all the time at twenty. In twelve miles run, time two hours, the injector would not work on account of water being too low in the tank. We cut and ran for the tank and reached it with one good gauge in the boiler, and the tank as dry as a chip, not a drop left in it, and all had gone through the cylinders as *dry steam*, no foaming. The engine was an excellent steamer, and under the given conditions did not burn much coal, about a ton or perhaps a trifle over. So she must have utilized over the average of her heat units; but what catches me is the amount of water evaporated—2,700 gallons—623,700 cubic inches of water in two hours, 5,197½ cubic inches per minute. As steam at 140 pounds pressure is 179 volumes to one of water, we have a total consumption of steam 111,642,300 cubic inches in two hours, and 930,352½ cubic inches of steam in one minute."

I have made a long quotation, so that none can say I have been unfair. Now he rushes at my figures and supposes he has completely demolished them. He then computes his H. P. by the accepted rules and finds he has a little over 151 H. P.,—certainly very little for such a great outlay of steam, and wants to know "which horn the doctor will take now." For his gratification I will say the "Doctor still clings to the same old horn."

Now the points he has given in these "facts" are these: Amount of coal burned, water evaporated, the total amount of steam made, and the amount of *dry steam* that passed through the cylinders; this is given to within half a pound. He gives the size of engine 16"×24" the area of the cylinder heads, the point of cut-off 20 inches, the number of revolutions 35, and the load he hauled (about 466 tons, add 634 tons for weight of cars and locomotive, total 1,100 tons.)

Now let us take a scalpel and cut into these "facts" a little, and see if the "supposes" are correct. The first cut lays open the cylinder, twenty inches of its length, to the cut-off, contain 4,023,248 cubic inches, then it requires four times this much to fill the cylinders for one revolution, 16,093

inches nearly, and thirty-five times this for one minute, which is 563,255 cubic inches. But he says (supposes) he did pass 930,352½ cubic inches of dry steam through the cylinders. Now aint this a stubborn fact? There must be nearly twice as much steam put into the cylinder each time the port is opened as it will hold. *Which horn did you put it in with?* As a "fact" it went through the cylinders. "E. S.," which is right, the "fact" that you made 179 volumes of steam to one of water, or that you only "supposed" you did?

Do you still believe the laboratory basis something tangible and a safe basis to work on? and that it still stays by you, and that it does not elude you when you stretch out your hand to grasp it? If it is still a "fact," please explain how 367,097½ cubic inches of steam which you made per minute above the capacity of your cylinders, got away from you? Again, if your rules for traction are correct you could not have pulled the load at all. We will see about traction further on. Again, if you got 930,352½ cubic inches of dry steam, 140 pounds pressure, to pass through the cylinders each minute, it would be pretty safe to put your average pressure at about 220 instead of 90. This in the calculation would have considerably increased yours "H. P."

Again, with all this surplus steam, you say you could only get a speed of six miles. Then in the name of common sense, why did you not cut off at ¼ instead of nearly full stroke, then your steam would have had 3.2 times as much "efficacy;" this might have given you a speed of eighteen miles per hour. (See "Vulcan's little paragraph July, 1889, pages 596-597.)

For a comparison, we find firemen running up a 60 foot grade at 15 miles, and by your rules he has not ½ enough steam to account for the work done. On the other hand "E. S." is crawling along a comparatively straight and level track in southern Texas at a six mile speed and uses 65 per cent. more steam than it is possible to get into the cylinders by ordinary methods. Don't these "facts and supposes" harmonize beautifully?

And in the light of "E. S.'s" "facts," water will make 179 times its volume in steam at 140 pounds pressure, not only in the laboratory, but in actual work with locomotives pulling heavy trains. This is valuable from a scientific standpoint, if "E. S." don't admit that a few got away before he could get them in the cylinders, and thereby spoil the "fact" and leave nothing but a "suppose."

For further comparison, I will refer the reader to the September number of 1889, page 786, "Pittsburg, Ft. Wayne and Chicago Leaflet," cylinders 18"×24" speed 663 miles, 305.2 revolutions per minute, ports opened 1,220.8 times per minute, ac-

tual running time 158 minutes used 3,600 gallons of water, consumed 13,395 pounds of coal, 84.8 pounds (nearly) per minute, more than 2½ tons per hour, and on the authority of "E. S." used 148,856,400 cubic inches of steam, they do not give the cut-off, but from the speed, we presume there would be cylinder capacity to hold this great amount of steam, provided it could move fast enough to get there, would have to use 772 (nearly) cubic inches every time a port is opened. 942,129.75 cubic inches per minute. Here "E. S." is badly scooped on the coal question, but he holds his own pretty well in getting away with the water, and he is scooped again in getting clear of the steam if they cut off at four inches, and have a cylinder space of 1,018 cubic inches in which to put about 772 inches of steam. But here is a conundrum for them to answer. The throttle is open each time about $\frac{1}{11}$ part of a second. If the throttle is one by 12 inches, then for every inch of the column of steam passing, would represent 12 cubic inches, and to admit 772 cubic inches of steam, will require a column of 64½ inches, this must pass in the $\frac{1}{11}$ part of a second, and would be at the rate of 3.98 miles per minute, or 238.8 miles per hour. At that rate would there not be a tempest in a teapot? You say you can believe all this. Yes for the "fact" of the "Indicator and Dinagraph" we believe it.

But this is not all. There are "Vulcan's" "silent yet eloquent witnesses," his diagrams in May number 1890. Let us dissect them a little more, and for further comparison will take the 1st and 7th as these are the extremes in speed, and the cut-offs the same, 7½ inches. Each throttle would be open 9.375 seconds in each minute, the same time for both 1 and 7. In No. 1 they are open each time the longer. In No. 7 the oftener, so at the end of the minute each has been open 9.375 seconds. In No. 1 the throttle is open $\frac{1}{11}$ part of a second each time. In No. 7 the throttle is open $\frac{1}{11}$ part of a second each time. In No. 1 the four throttles are opened 672 times per minute. In No. 7 they are opened 1,232 times per minute. To fill the cylinder of No. 1 for 7½ inches requires 1,282,680 cubic inches of steam per minute, and to get there through a 1×12 inch throttle it must move about 54 miles per minute, or 324 miles per hour. Can you "git thar Eli?"

But for No. 7, 2,351,580 cubic inches of steam to fill the cylinders for 7½ inches for one minute, and would have to move at the rate of nearly 11.07 miles per minute—664.2 miles per hour. But "Vulcan" gave no size for cylinders, but size of cylinders will make no difference in the velocity. Nor does he say that the steam fills the cylinder to the cut-off at boiler pressure, but has an average of 51 pounds throughout the stroke. The question then is, how much steam at

boiler pressure of 151 lbs. will give 51 lbs average in his No. 1 diagram? If you only got the steam in the cylinder at ½ boiler pressure, it would still require the steam to move at more than 100 miles per hour. Now which "horn" will you take? that the indicator is right, or that there is a great deal less steam used than you "supposed."

Which do you prefer? "Facts" with the "supposes" figured out, or "supposes" with the "facts" figured out. Figures are "facts" that won't "elude" you when you come to grasp them. The indicator gives a flip, and it is gone, and you never can hold it to see whether it is true or not.

You all grumbled because I did not take water into the account in my last article therefore I must not neglect it here. The to make steam for No. 1 it takes 1,861 gallons per hour, 500 gallons more than "E. S." used per hour, and for No. 7 it will take 3412.2 gallons per hour, 712 gallons more than "E. S." uses in two hours, and he was astonished at the "fact" of using so much water. But as "Vulcan" does not say anything about the coal, we will have to pass the diagram from Thos. Pray, jr. He tells the amount of water to the thousandth part of a pound and the amount of coal to the thousandth part of a pound; he has got down pretty fine. But he fails to give the cut-off and boiler pressure, or, perhaps, he does not use steam. He only mentions steam once and in this manner: "The quantities that I promised your columns are actual horse-power per pounds of water and steam per horse-power per hour." Again he says, "It is an arbitrary point on the expansion line from which the pounds of water, etc. are figured. Again, "from the data much more can be had, if only our readers will figure it out."

"Vulcan" has figured the cut-off at 11 inches; thanks "V." Again "Vulcan" says April, 1889, page 313, that "not more than 90 pounds is usually calculated to strike the piston with a boiler pressure of 130 lbs. And as Thos. Pray, jr. has failed to give boiler pressure let us assume it to be 140 lbs. and that it strikes the piston with 100 lbs. Diagram lines certainly indicate this, and the average would then be about 85 lbs. and there would be about 70 lbs. against the piston at the end of the stroke. But come down to the facts and figures. He says I used 346,288 lbs. of water per minute. That will be 9,574.7 cubic inches, and is "supposed" to make 1,713,776.43 cubic inches of steam. The four ports are opened 431 times per minute. This gives about 3.9 cubic inches of steam every time a port is opened. But the space in 11 inches of cylinder is only 3,455.76 cubic inches. He is in the same "dilemma" with "Electric Strap." He has made more steam than his cylinders will hold, and he does not tell us how he gets clear of it. If the port

1×12 inches, then to admit 3,980 inches of steam, a column of 331½ inches must pass through every time the port is opened. If the port was opened to the full extent instantly and remained open while the piston moved 11 inches, then closed instantly, it would be open each time nearly $\frac{1}{1000}$ of a second, but as the valve does not act that way, it will do no violence to common sense to say it is fully open two-thirds of that time, $\frac{2}{3} \times \frac{1}{1000}$ of a second. Then the steam in passing in and out of the port must move with a velocity of 7.37 miles per minute—442.2 miles per hour. Now "Vulcan" says the ragged edge of the expansion line in Pray's diagram is caused by the steam not being able to keep up with the piston; how then, in the name of common sense, will it keep up with the piston in your No. 7 where the piston is moving nearly three times as fast? The whole thing is preposterous and resolves itself into this: *Plain figures and facts, or indicators and supposes.* And the "Doctor" don't have any funny way of figuring, but it is funny how his plain figures get away with "indicators."

Now "E. S." has another "fact" for the "Doctor." I like "facts," but this one is a valuable contribution to science; he has proven how long it takes to raise steam in a boiler from 125 to 135 lbs.,—"about 40 seconds," time accurately kept with a coal pick. This is a "fact" and all "intelligent readers" will certainly appreciate it.

If he calls these "facts" *sculpting* I can stand it three times per day, again at bed time, and once before breakfast, and not miss a hair nor a particle of hide. But if I had to put 6,645½ cubic inches of steam from the boiler into a space of 4,023 inches in the cylinder and do this 140 times per minute, I would feel as though I had been flayed alive. The rest of "E. S.'s" "facts" are made of the same kind of cloth. "Requiescat in pace."

"Vulcan" says, "It takes more power in exact ratio as the speed is increased." "See March number 1890, page 216. And per "dinagraph" it takes about six pounds per ton at a speed of five miles, and 12 lbs. per ton at fifty miles. Now the "exact ratio" between five and fifty is ten. Therefore his philosophy makes the pull sixty pounds per ton at fifty miles, quite a margin between philosophy and "dinagraph." But reverse, and if twelve pounds will pull a ton at fifty miles, diminish in an "exact ratio" and 1½ pounds will pull a ton at five miles, and at the same ratio ¼ pound is sufficient to move a ton one mile per hour. Which is right, your "philosophy" or the "dinagraph?" Again, remember you have knocked out Watt's H. P. theory. If you don't stop pretty soon you will have more laws of philosophy violated than I have, and when you violate them they are damaged.

Again, the law of momentum as ex-

pounded by "A Philadelphian" in March, 1889, page 225, and endorsed by you in April, page 313, are no longer taught by "well informed mechanics." It was found out a good while ago that that law founded on "fact" proved to be a "suppose."

As to "Vulcan's" complaint about my unfairness to steam, let him turn to February number, pages 117-118 and read carefully what I said, and he will have no grounds for complaint.

"How the mighty has fallen" was not intended for "Vulcan" alone, but the rest of my critics and the rule-makers of H. P. generally. "When the "Doctor" makes such a statement he ought to be sure of his case. For "Vulcan's" information I will call his attention to April number, 1889, page 313. See what you say to "G. E. H.," and see May, 1889, page 406. I could give other references, but this is enough to show that the "Doctor" is pretty sure of his case, and that "Vulcan" himself had come down at least a button-hole or two.

"Vacuum" comes rushing at me with his locomotive under full headway, in a manner that would be appalling to a nervous individual. In the first place he makes a wrong diagnosis of my case, therefore his treatment is all wrong. But wrong treatment with him may be all right, for I presume he would delight to annihilate me. But I am not gone over the river yet. I thank you, I feel exceedingly well. After his boast of what large trains are started, and I showed him how they were started, and pushed him to the "wall," he unwillingly admits "slack as a factor in starting trains, but not to the extent I claim." But he made an effort to show to what extent "slack" was a factor. He refuses to give any information on the point, but branches off with "Yes I see trains started every day that are made up with the express purpose of eliminating slack &c." and says he could give the approximated weight of them, ("did I see fit"). He didn't see fit: he is very voluminous in words, but they are without knowledge. I will venture the assertion that the trains he sees started every day do not require 20,000 pounds pull, "dinagraph" measure, quite a margin between that and 34,000 pounds. But this is far in excess of the slipping point of the drivers if your rules are correct. Therefore the *Rules or Dinagraph* should be changed. I will not be so selfish with this gentleman as he was with me. I will answer one or two of his questions to show how careless he reads and how miserably he construes. Question: "Did you not in these examples take the entire distance run by these trains, and charge it all up as *work done by steam*, and compute horse-power on that basis?" Answer, No—I computed the part of the work that steam did in the whole run, nor did I give steam credit for doing it all. I am trying to keep steam separated from other

forces that may or may not cut any figure in the case. It is not my province to compute the work of any other factors at the present. The question is not evaded.

But you bring in other factors and say that "trains were running the engines, not the engines the trains for a large part of the distance shown, and you say you 'know of no rule of logic or common sense to compute H. P. on this basis.'" Well the basis is yours, you must do the computation; for I don't know whether the trains on that road or any other road are in the habit of "running the engines" for a large part of the distance or not. Wonder who "has got a little of every occult force known to nature mixed with steam?"

As for your "impossibility" for an "engine to pull the trains instanced the distance indicated, with amount of coal shown," you say the trains pulled the engines a large part of the way; this may help the impossible, and further I will refer you to B. A. July No. page 606. To "Vulcan" May No. page 415 also to page 419 see what "U. S." says his fireman swears. This should be a "fact" sworn to and attested by "U. S."

"Uncle Silas"—I will first call his attention to January No. 1890 page 23, and about half a dozen of the last lines of his article. Then read your article in May No. and note some of your expressions. Now turn to July No. page 593, top of first column read down half dozen lines and note particularly the 4th and 5th lines. Then read your whole article. *It may do you good, but it is not likely to benefit any one else.*

U. S. Starts out with: "While it is not my wish to enter an argument which is like a jug handle" etc. Don't blame him, when he knows the other fellow has the handle; and the most that he can hope for is to get the Dr. entangled, in which his success is a great failure, and he says "it is all in Rankine," and he leaves it there. And the average reader will get about as much information from his three formulas as any other part of his discourse, viz:

"3. Heat wasted by the engine—XXXXX.

"4. Useless work by the engine—XXXX.

"5. The useful work—XXX."

As his efforts can all be solved by 3 and 4 there was no need of his introducing 5. I feel sorry for U. S., that he had such great labor to produce so small a progeny. Therefore I will pursue this *useless work* no further.

Another point to which I wish to call attention is the two cylinder question. For example, take the Fireman's engine 19" X 24" and Vulcan's calculations Jan. No. page 18. Area of piston 283½ sq. inches: round stroke 4 feet, m. e. p. 70 pounds. Then $283\frac{1}{2} \times 70 = 19,845$, pressure during the stroke, and $19845 \times 4 = 79,380$, foot pounds of work, by the steam in the cylinder. And for both cylinders 158,760 foot pounds. The circum-

ference of driver 13.6 feet, $158,760 \div 13.6 = 11,700$ pounds (nearly) the tractive force of the engine. And if it takes 11 pounds pull at 30 miles per hour on a level track, the locomotive in question would pull 1063 tons.

If there is an average pressure in the cylinder of 19,845 pounds this force moves forward two feet, then reverses and goes back two feet, this is the motions in the cylinder and this motion is communicated through the driving rod, which does not move in straight lines, to the wrist-pin which moves in a circle. If the wrist-pin moved forward and backward in straight lines as does the piston then the force could be estimated on the pin the same as on the piston. But such is not the case; and the pin moving in a circle goes more than 6 feet while the piston moves 4 feet. If we say the steam is pushing with a force of 19,845 against the pin all round the circle, then the foot pounds of work would be $19,845 \times 6 = 119,070$ instead of 79,380, evidently too much for the piston could not give more than it has. But reduce 19,845 by one-third, we have 13,230 and this multiplied by six gives 79,380, the same as the force on the piston multiplied by 4. But here comes another Rule in mechanics called the moments of force. This rule is to measure a force moving in a circle around a point; and this force is supposed to pull equally at all points in the circle, which is not true of a force applied on a wrist pin. The Rule is, multiply the force by the perpendicular distance from the point to the action line of the force. The perpendicular distance is the radius of the circle in which the force moves. If the radius of the circle is one foot you multiply by one, but if the diameter of the circle is one foot you multiply by ½ &c. In this case the radius of the circle is one foot and 79,380 multiplied by one does not change it. But the push and pull on the pin is not constant, nor is it on a level of one foot except at two points in the circle, and the level is constantly changing from one foot to nothing and from nothing to one foot again; also the force is constantly changing, but in the present we won't consider this, but suppose what it may average. Now when the pin is on the centre there is neither pushing nor lever. Then instead of a lever of one foot all around the circle it is not possible to average more than six inches then to get the true average force on the pin we will have to divide the 79,380 by 2, this gives the average force on one wrist pin or in one cylinder just half what you are in the habit of estimating consequently the force we estimate for one cylinder is all the force it is possible for both to give. Therefore yet Rules give double the horse-power of the steam; to harmonize with "facts" provide all other conditions were true I think an one desiring to come to the truth can comprehend the above.

NAMES.	Coal in Pounds per Hour.	Coal in Pounds per Minute.	Water in Gallons per Hour.	Water in Gallons per Minute.	Water in Inches per Hour.	Water in Inches per Minute.	Steam in Inches per Hour.	Steam in Inches per Minute.	A'm't of Steam required at each opening.	How long in Seconds.	Rates of Travel for Steam through ports per hour in miles.	Rates of Travel for Steam through ports per minute in miles.	Area of Piston.	Number of Revolutions per minute.	Capacity of Cylinder in cubic inches to the cut-off.	M. E. P. as claimed.	Estimated Horse power.
Eccentric Strap	1,000	16½	1,350	22½	311,850	5,197½	55,821,150	930,352½	6,645,388	183½	76.8	1.25	201.2	35	4,024 cut off at 20	90.	151
Thomas Pray, jr., Diagram	3,392.16	56.54	2,486.8	41.45	584,450.2	9,754.2	102,296,585.8	1,713,776.43	3,980	183½	293	4.885	314.16	107.65	3,455.76 cut off at 11	No m. e. p. given.	747
Vulcan No. 1 Diagram . . . . .	...	...	1,866.65	31.11	429,900.	7,166.	72,900,800.	1,282,680	1,908.75	183½	324.	5.4	254½	168	1,908.75 cut at 7½	51	530
Vulcan No. 7 Diagram . . . . .	...	...	3,412.2	56.87	788,230.2	13,137.32	141,094,800.	2,351,580.	...	183½	664.2	11.07	254½	308	1,908.75 cut at 7½	42.6	785
Pittsburgh, Fort Wayne & Chicago	5,088.	84.8	1,366.63	22.78	315,691½	5,261½	56,527,746	942,129.	772	183½	298.8	3.98	254½	305.2	1,908.75		

In comparing the "facts," figures, coal, water, steam, indicators, etc., in the above table we find a great diversity of "facts." While "Eccentric Strap" uses the least coal and water, yet he makes and passes through the cylinders enough dry steam to fill the whole cylinders full from one end to the other, nearly three times every revolution. While P., Ft. W. & C. burns more than five times as much coal, evaporates only a little more water than "E. S." and has only steam enough to fill about three inches at each end of the cylinders every revolution.

And Thos. Pray, jr., burns nearly 3½ times as much coal evaporates nearly double as much water as "E. S." and has little more than enough to fill his cylinders once, every revolution.

As Vulcan gives neither water nor coal, I know that in the kindness of his heart he will excuse me for assuming just enough of water to make steam enough to fill his cylinder to the cut-off, not meaning that they are filled that far at boiler pressure. But that it requires that much from the boiler, and has a pressure in the cylinder less the amount of loss in transit from boiler to cylinder. Now compare the velocities with which the steam must pass through the ports, and we find the "facts" as elastic as steam, and from a velocity standpoint, alone becomes a "Reductio ad absurdum."

I am glad F. J. Hill's article for August has come to hand before I have finished this article. It is an excellent thing for comparison with others. He takes up my figures in December *Magazine*, where I "supposed" a case to show that it was impossible to make steam enough to fill the cylinders to the cut-off. (But he says nothing about what I said could be done). But nearly all, and the indicator diagrams, even to "Vacuum's" diagrams in August *Magazine*, seem to claim that much steam from the boiler, but do not claim to get quite the boiler pressure in the cylinder. In "Vacuum's" case, he says: "observe that admission line does not come up to boiler pressure; this is due to the fact that the steam travels through 70 feet of pipe from boiler to cylinder." If it had not been for the "fact" of the long distance traveled it would have reached there with boiler pressure.

Hill says it only requires from the boiler about ½ to ⅓ the amount shown in my "suppose," "Vacuum's" piston speed is greater than mine, there-

fore, his claim for steam is more than ten times what Hill claims. But Hill says I "give the boiler no show; that I raise steam by rule." The rule given was 150 pounds in 15 minutes, and there was only steam enough for $3\frac{1}{2}$ seconds. Hill says it only requires one-tenth of what I supposed. If so, there would be steam enough to last 35 seconds. And I don't believe that Hill will claim as a "fact" that he can raise the steam in his boiler 150 pounds in 35 seconds, if he takes a second sober thought; and "she" would in my case only require the cylinder filled about $\frac{1}{6}$ of an inch at each end, is what Hill's figures lead to, and to obtain this, steam must be raised 150 pounds in 35 seconds. This goes "E. S." more than 15 times better by the coal pick. In other words by Hill's calculation the cylinder would be filled one-fifth of the cut-off, i. e. if the cut is at five inches, one inch in length of cylinder is filled with steam; or rather that much is taken from the boiler. Quite a margin between "E. S." and Hill. Where Hill claims 1 inch, "E. S." wants 45. In other words the amount of steam that will run one locomotive for "E. S." will run 45 for Hill. If you cannot stoop low enough to take in this, I cannot reach up to you.

There is one point more I wish to touch before I close, "The average steam pressure." For example, I will take E. S.'s big train, as he made more than enough steam to fill his cylinders to the cut-off—20 inches—at boiler pressure, then to the end requires an expansion of about $\frac{1}{2}$ of its volume. Then in 20 inches of the cylinder there is a pressure of 140 pounds, and from 20 to the end it will be $140 \div 117 \div 2 = 128\frac{1}{2}$. Now divide the length of the cylinder into six parts; five of these parts have an average of 140 pounds, and one $128\frac{1}{2}$, then $140 \times 5 = 700$, and $700 + 128.5 \div 6 = 138$ pounds for an average, instead of 90, as supposed by "E. S." Again, take "Thos. Pray, jr.:" Amount of coal and water given, steam accurately measured with the indicator, and as he has considerable more steam than will fill his cylinders to cut-off—11 inches—as with "E. S." will assume the pressure at 140; then have 11 inches at 140, by expansion from here to end of cylinder will average $91\frac{1}{2}$, and the average for the whole stroke would be about 17 pounds. But to get his horse-power according to rules requires about 91 pounds average. Therefore, his estimate on horse-power must be too low when the water used is sufficient to make more than enough steam for an average of 120 pounds, if he could have utilized it. These are slow trains. Let us take a fast one. The P., Ft. W & C. make all their 1,366.63 gallons of water per hour into steam, at 179 to 1, and they only have steam enough to fill the cylinders, about three inches each time the port is opened. But this is enough to give an

average of about 84 pounds, if it is all utilized, and for that small amount to get into the cylinders, it must travel about 240 miles per hour. Now take what Rankine gives you as the "efficiency" of steam $\frac{1}{2}$ to $\frac{1}{10}$ —about 9 pounds m.e.p. and this is near what I figured out from another standpoint. A great deal more can be figured out, but I have no more time, and if you cannot figure out the rest of it from the starters I have given you, just trot out some of those smart ten or fifteen year old school children and let them do the figuring. My critics have backed down, as I supposed they would, when I asked them to solve a few plain questions, one dodging behind the rules, another behind the Editor; others seemed to think the less said easiest mended. *so Vacuum, come down, or perhaps you will get no dinner to-day.*

Now, as we approach the last station, and will soon have the locomotive in the stall, I will blow the whistle for "Vulcan, for he has never found steam enough to blow it.

One evening, after quitting work with a small engine, steam at about 40, and set to blow off at 60 pounds, I opened the injector to put more water in the boiler. I fired up with chips and split pine knots, so as to make a quick, hot fire; presently the steam commenced rising, and soon it was ready to pop. Then I opened the whistle, and in five minutes the steam came down eleven pounds. The ordinary work of the engine would not have lowered it at all.

According to the rules of discussion, if opened, I have the prerogative of closing. Now, what I have suggested is enough to keep any of you studying for the next twelve months, if you are of an inquisitive and investigating turn of mind, and are not satisfied that everything is established and already found out. And if there are any who cannot stoop low enough to comprehend what I have said at present, I don't know how to reach you.

My lady friend, at Argenta, can rest easy. I am "right side up with care," although steam and horse-power have carried me thousands of miles since I left there. Some times at five and other times at fifty miles per hour, but as it only takes a little over one pound of force to carry me along at five miles per hour, there has not been much coal or water wasted.

Now, Mr. Editor, accept my thanks for your kind indulgence. May your shade never grow less, nor your purse slimmer, and my best wishes shall ever be for your success.

Now I extend the hand of friendship to the Brotherhood; you are doing a noble work, and are brave and generous men. Though some of us have had a little trouble about steam, I hope all may be profitably thereby, and that it may yet lead to great

results. And may it be long before you are ditched for the last time; also remember there is a hotter place than the furnace of a locomotive, and less water. To all, "Au revoir."

Russell, Kas.

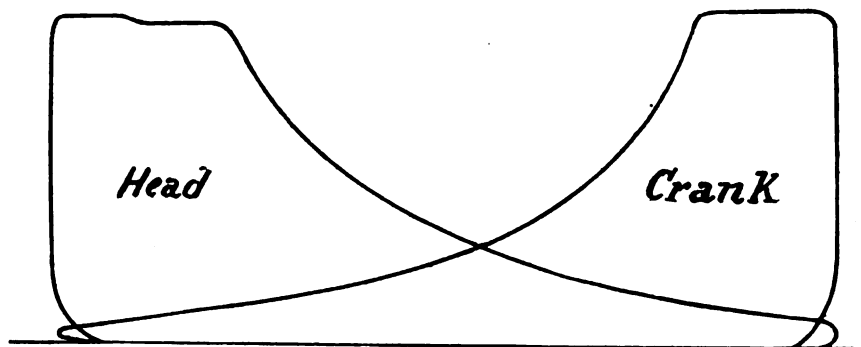
L. A. Wilson.

MR. EDITOR: When I glanced at those diagrams in the *August Magazine*, I was just a little bit hot in the collar. The diagrams are so entirely out of proportion to the orig-

cylinder, 78 revolutions per minute. Card No 1 was taken with 70" boiler pressure, card No. 2 with 84". Steam travels through 70 feet of pipe, from boiler to cylinder, which will account for admission line falling so far below line of boiler pressure. The short lines drawn across admission line indicate the amount of compression. Card No. 1 shows the greater amount, and both cards show more in head-end of cylinder than in crank-end. The true Corliss theory

Card No. 1.

Boiler pressure 70.

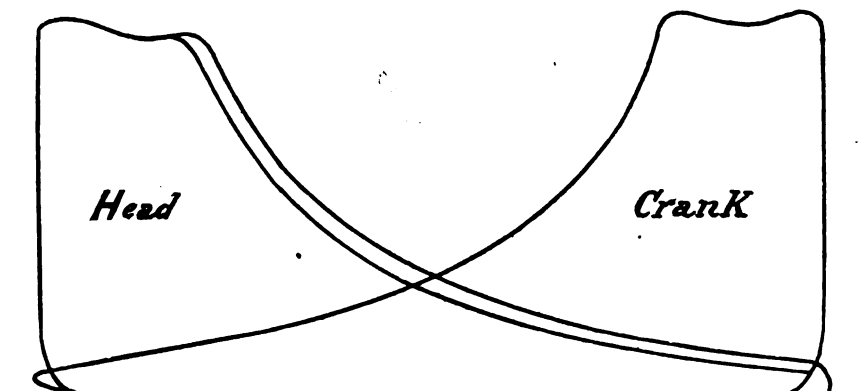


inal scale as to render them of no use. To correspondents who feel inclined to jump on me with both feet, I would say, that I am not to blame for the appearance of the cards and, I am satisfied from correspondence with the Editor, that it was one of those accidents that are bound to occur at times, no matter how much care may be taken to avoid them. Now in order that my original purpose may be carried out it

is to show no compression at all. In that case, the admission line would run up straight from atmospheric line to highest cylinder pressure. It is a disputed point among engineers as to this theory being correct. Head-end of card No. 2 was run over twice, which accounts for double expansion line. With the automatic cut-off, the cut-off is constantly changing with every slight variation in the work the en-

Card No. 2.

Boiler pressure 84.



will be necessary for correspondents to forget that those August cards were ever published, and consider these:

These cards were taken with a 40" spring, from a Hamilton Corliss engine, 22" x 48"

gine is called upon to do: the speed at all times remaining constant. We might take 50 cards, in as many minutes, from the same cylinder, and probably no two of them would show exactly the same point of cut-

off. I want the boys to notice the difference in appearance between these cards and the ones published by "Vulcan" in *May Magazine*; the difference is due as much, or more, to peculiarities in the Corliss valve motion, as to different conditions under which they were taken. I am fully alive to the fact that there can properly be no comparison in point of economy between the Corliss and slide valve motions; and my sole purpose in publishing these cards is to start a discussion that may lead to good results, and throw some light in what are now dark places to a great number. I have no doubt both "Vulcan" and "Uncle Silas" can pick out a great many imperfections in these cards, as I suppose, (judged by the Corliss standard) they could be improved in point of economy. Now let all the boys who are interested in this subject, (and I feel sure there are many) pitch right in and question all they want to; I have the facilities at hand, also the time, and will do my best to accommodate them.

Vacuum.

Review of August Mechanical Department.

DRAWING MR. EDITOR: After getting us all started on the subject of drawing water over 34 ft. **WATER OVER** "Vacuum" comes out now **34 FEET.** and says that he does not think that it can be done, because the law of nature cannot be abrogated by any such device. I have had a little personal experience with pumps lately and am inclined to believe that it will require a very good pump—one with an air tight piston that would produce a nearly perfect vacuum—(no relation to our friend "Vacuum" with a big V.) to draw water even up to the 34 ft. limit, and if any one can give us the address of a man who can put in a pump that will draw water higher than that I can assure him of one order right away, for it would be natural to assume that it would also be an easy pump to use within the limit.

AUTHORITY. Our friend "Vacuum" does not believe in blindly following the dictates of any one who may be presumed to be authority, and wishes to be allowed to reason out the problems that are presented to us from time to time by the use of such faculties as we may be endowed with, and in this idea is embodied all hope of progress for the world. I pointed out the folly of following authority by giving the opinions of some of the learned predecessors of our Dr. Wilson, who declared that any one seeing, or riding on, a train of cars would become mad or crazy and that railroads ought to be prohibited. Then again while the first steamship was actually on its way across the ocean an eminent "authority" in a very learned essay on the subject declared the thing impossible, and so it has been with

most every invention that has been produced. Learned men, high authorities, have stood by and said: "It cannot be done," but the practical workers, knowing their business, have cried out: "Away with such authorities; it can and shall be done": and by patience and persevering study they have overcome the most stupendous difficulties and accomplished seeming impossibilities.

INDICATOR The indicator diagrams presented by "Vacuum" in the *August Magazine* afford food for thought, as they are taken from a type of engine in which we find embodied the most economic principles of engine running. The aim of the Corliss type of engine is to use the steam with a full throttle and regulate the speed by the cut-off, as is clearly shown by the double diagram (No. 2) where it shows the pressure with a light and then with a heavier load. My theory has ever been that if we have a high pressure engine we ought to use the steam at as high a pressure as possible and to do this we must use a full throttle and govern by the cut-off, as is shown by these so-called automatic engines.

INJECTOR That the injector is an unsettled problem all hands readily admit and welcome any light on it from our friend "Vacuum" when time and inclination serve him to give it.

30 TON That question from the *"Machinist"* about a fire-box capable of holding 30 tons of hard coal reveals a lack of calculation in the writer, for nearly everyone knows that it takes a large wagon to hold a ton of coal, and that it would take thirty of them to carry thirty tons. It is commonly estimated that it takes a space equal to 29 cubic feet to hold a ton of coal, and as an ordinary hard coal fire-box is not quite 3 ft. wide and but little over 3 ft. high it would take one nearly hundred feet long to hold 30 tons, if filled up to the crown-sheet. It is consoling to us firemen to hear that no engine of this class is in existence anywhere.

WHEEL The other item about the movement of a wheel when pulled by a rope fast to the pin on the lower quarter, and the movement of the piston through the cylinder really relates to the fulcrum in both cases, and the answers, if they are taken as authority, would settle the point of a Locomotive fulcrum as at the centre of the wheel, while in the case of the detached wheel it would be at the rail.

ADMITTING In firing, the first and main object of a good fireman is to keep her hot, and the next aim should be to do it with the least possible expense for fuel and repairs. In some cases it may be

come necessary to sacrifice fuel to save repairs. Tender flue sheets are very easily started to leaking; the least breath of cold air that strikes them starts them. This is due to the unequal contraction of the sheet, which is cooled off in one place by a current of cold air and still kept hot in other places by heated air, and this causes the leaks. Anything that will lead to an unequal distribution of air over or through the fire will tend to make flues leak, whether it be an open door or an open damper. In our hard coal fire-boxes we have no dampers at all, but allow a free ingress to the air to reach the fire, and we find we must have this to insure steam, for if by any oversight ashes are allowed to accumulate in the ash-pan, thus cutting off the free admission of air to any part of the fire, we need not expect to have steam. The air thus has an unrestricted entrance to a hard coal fire at all times and the pressure must be regulated by the use of the door to admit air over the fire. A small quantity can be thus used on most engines without injury to the flues, but if too much of it is admitted some of it will not be heated enough in its flight over the fire, and produce disaster to the flues. I have thus been forced to choose between leaky flues or having her pop off, and as I deem the leaky flues the worst of the two. I have kept the air out and let her pop. Each engine will soon show the careful fireman what kind of treatment suits her best in making steam and avoiding repairs, and no universal rule can be laid down that would apply to all alike. I once fired a hill engine for some time; going down the hill backwards to get the cars left at the foot of the hill by other trains. It was our common practice to clean the fire while running down grade, and our engine would show no sign of a leak when I opened the door, but a few minutes work at the fire with the door open would start the flues. I never could devise any plan to clean the fire without opening the door and had to let her leak in spite of all other care.

Vulcan.

MOBERLY, Mo., Aug. 3d, 1890.

MR. EDITOR:—I see in the July No. (page 606) where one of our firemen gives an example on light firing. I would like to say to the firemen at large that (B. A.) Big Annie was running down Huntsville hill when she hauled eleven coaches fourteen miles with eighteen scoops of coal. I have fired an engine from here to St. Louis, a distance of 148 miles, making ten stops and using five minutes for crossing St. Charles bridge in 3 hours and 40 minutes on two and a half tons of coal; this is about the average record on the Wabash west of the Mississippi river.

F. A. McGinty.

The Railways of the World.

In a late issue of the *Archiv für Eisenbahnenwesen* appears the following table, giving the railway mileage of the world, at the close of 1888, as compared with 1884:

Country.	1884. Miles.	1888. Miles.	Country.	1884. Miles.	1888. Miles.
Prussia	13,572	15,120	Paraguay	45	94
Bavaria	3,119	3,324	Uruguay	292	392
Saxony	1,349	1,389	Chili	1,150	1,802
Wurtemberg	886	915	Peru	814	837
Baden	826	879	Bolivia	35	81
Alsace	816	905	Ecuador	43	127
Other German States	2,251	2,781	Guiana	22	22
Austria	13,715	15,988	Jamaica		
Great Britain and Ireland	18,872	19,920	Barbadoes, Trinidad, and Martinique	99	295
France	19,388	21,912	British India	11,527	14,515
Russia	16,001	18,274	Ceylon	162	180
Italy	6,264	7,675	Asia Minor	231	409
Belgium	2,713	3,000	Asiatic Russia	144	891
Holland	1,650	1,864	Persia		11
Switzerland	1,774	1,848	Dutch India	718	763
Spain	5,396	6,008	Japan	265	721
Portugal	939	1,189	Malay States		31
Denmark	1,181	1,224	China	7	86
Norway	941	971	Cochin China	52	52
Sweden	4,101	4,677	Egypt	932	932
Servia	152	327	Algeria and Tunis	1,203	1,771
Roumania	995	1,538	Cap Colony	1,545	1,776
Greece	109	416	Natal	107	217
Turkey	867	1,024	South Africa		50
Malta		7	can Repub. Mauritius, Reunion, Senegal	168	410
United States	125,358	156,153	N. Zealand	1,570	1,868
Canada	9,657	15,162	Victoria	1,663	2,167
Newfoundland	50	80	New South Wales	1,687	2,264
Mexico	3,231	4,177	South Australia	1,058	1,625
Central America	352	533	Queensland	1,207	1,930
Colombia	165	212	Tasmania	216	327
Cuba	994	994	West Australia	138	253
Venezuela	86	249			
Dominican Republic	50	71			
Porto Rico	11	11			
Brazil	3,799	5,549			
Argentina Republic	2,548	4,509			

The number of locomotives employed in different countries are as follows:

Country.	No. of Miles of Road.	No. of loco- motives.	No. per 100 Miles.
Germany, 1888	24,332	12,811	52
England, 1887	19,587	15,552	78
France, 1887	20,826	9,747	46
Austria, 1886	14,235	4,610	32
Italy, 1887	7,309	2,256	30
Spain, 1887	5,855	1,616	27
Belgium St. R. R., 1886	1,970	1,792	91
Belgium, other lines, 1886	899	540	59
Holland, 1887	1,567	657	42
Switzerland, 1887	1,747	650	37
European Russia, 1887	16,758	6,691	40
Sweden, 1885	4,152	717	18
Norway, 1886	971	139	14
United States, 1888	156,153	29,398	19
Brazil, State lines, 1887	1,251	224	18
British East India, 1886	13,350	3,224	24
New South Wales, 1887	1,988	426	21
Victoria, 1887	1,926	364	19
South Australia, 1887	1,417	176	13
New Zealand, 1888	1,752	271	16
Algeria and Tunis, 1887	1,466	243	16
Natal, 1887	217	48	22

The first table shows that in 1884 the total mileage of all the countries in the world was 291,285 miles, that in the four years, to the close of 1888, it was raised to 367,781 miles, an increase of 76,496 miles in all the

world in these four years, and that nearly one-half (31,000 miles) of it was built in the United States alone, showing very plainly that this is the railroad man's country above all the world. It has often been asked why we hear so much about foreign capital being invested in this country, but when we look at the development of our railroad system and remember that they are only the arteries of trade, whose mighty pulsations are felt in every corner of the land, and that they indicate an astonishing vitality and growth of the whole country, it is no wonder that we find the money of the world at our service to still farther develop our resources, and secure a share in the profits arising therefrom.

The second table takes up the subject of locomotives and shows that in the countries on that list having 299,797 miles of road there were 92,062 locomotives in use; to this must be added about 15,000 more for the 68,000 miles not included in the last list and at least 15,000 more as the natural increase of the last two years and we have an array of about 125,000 locomotives, with as many firemen and engineers to man them, engaged in the traffic of the world. It shows that our Order has a large field to work in, as but a small part of this host is as yet found beneath our banner, keeping step to the march of progress. Even in our own country, where every one of its 35,000 firemen should be in the Order, we find many standing aloof, but at the same time reaping the benefit of our organization.

Another point in connection with the last table is the number of locomotives to the hundred miles, which ranges from ninety-one in Belgium and seventy-eight in England down to fourteen in Norway; the United States being put down as averaging nineteen locomotives to each hundred miles. Some time ago (in August, 1888,) we had a comparative table in this *Magazine* showing that some of our eastern roads had as high as sixty-nine locomotives to a hundred miles, while some in the extreme northwest had only four to the mile, and nineteen may be considered a fair average. Our eastern states are not very far behind our trans-Atlantic cousins in the amount of motive power required to transport the passengers and freight committed to the railroads of their sections, and bid fair in the near future to even outstrip "Old England" in the amount of business done on the road. *

CHICAGO, August 10, 1890.

MR. EDITOR:—I am a much interested reader of the mechanical department of our *Magazine*, although I have never contributed anything to its columns, but seeing "Subscriber's" questions in the July number (Page 607) I have decided to give him my information on the subject.

"Subscriber's" questions are:

First: Why are the rocker-arms of some locomotive engines put up out of centre, or have to them what some people call lead while on other locomotive engines of different pattern and the same size the rocker-arms are central?

Second: Why is it that on some engines the rocker-arms $\frac{1}{2}$ " out of centre while on others $\frac{1}{4}$ " and still others are only $\frac{1}{8}$ " out of centre?

Third: How in a mechanical way do you find how much out of centre to make the rocker arm and what mechanical rule is used?

In the foregoing question (No. 1) "Subscriber" asks "why the rocker-arms of some engines are put up out of centre or have in them what some call lead." Now I think "Subscriber" has been misinformed in regard to lead as lead is obtained from position of eccentric; nor do I think "out of centre" is just the right term to be used in his questions. I think according to the cuts accompanying "Subscribers" question that he wants to know why the rocker-arm on most engines are put up out of line which I will say first, that this is done to give the engine a more perfect valve motion. Second, because the centre of link block pin is farther below the centre of driving shaft in some engines than it is in others. Third, to find how much out of line the rocker-arms should be, we must have the upper rocker-arm stand at right angles to the valve seat, (when in this position the valve should set centrally over the port) then from centre of driving shaft we draw a line to the centre of link block pin and this line the lower rocker-arm should stand at right angles. Therefore "Subscriber" will see that the further the lower rocker-arm extends below the center of driving shaft the farther out of "centre" it must be placed.

Mr. Briggs on the Locomotive Service.

Mr. Briggs, the President of the Railway Master Mechanics' Association, in his opening address at the recent Convention of the Association, spoke as follows:

The great diversity of territory through which our locomotives travel would seem to prevent anything like national uniformity in construction. Severe grades demanding features in the engine required over prairie country, and other special forms provided for use in special localities. But as we travel through our country and see the different locomotives at work, we cannot but be struck by the great similarity of these powerful machines. We feel a glow of pleasure in the knowledge that existing uniformity and excellence has been attained more through the labors of this Association than from any other influence. This thought inspires us with confidence in our progression and look forward to our annual convention in the security of individual improvement as men and enlarged and enlightened service for the railways we represent.

As we contemplate the immense work that locomotives have been made to perform in the transportation of the harvests from the prairie to the seaboard, in the movement of all living and dead freight, creating cities, establishing markets, breeding life and civilization, making the "desert blossom as a rose," let us not forget the grand ar-

of faithful engineers and firemen to whose care these vast machines are entrusted; an army of men larger in numbers, stronger in discipline, richer in intelligence and higher in bravery than any of whom Alexander could ever boast. These men, largely recruited from humble life, form a perpetual monument to the mothers who gave them birth, true type of our American womanhood, who sent her boys to school and struggled so often with poverty and privation that her children should have every opportunity for gaining knowledge, and who by a lifetime of devotion has encouraged and fortified us all in the development of our progression.

Let us thank God for what has been gained, but let us not think that everything has been gained; much has been done, but much remains to be done. Science is daily improving our knowledge as to the combustion of fuel; mechanics is daily improving the learner in the care of these machines. It is not necessary now as in former days, when you and I were young men and members of the rank and file, to search after this knowledge—by the aid of a tall candle, perhaps; the knowledge thus obtained by those early pioneers of progress has been so concentrated and compiled that it is now within the reach of all; a few cents will place these most precious thoughts within the grasp of the student. Let us unite in our endeavor to educate our men in their profession; inducing them as far as practicable to read and think over the scientific literature flowing towards them. Animated with such knowledge coupled with their daily experience, the evolution of efficient service to our companies must result, and we and they will have an enduring place in the history of our progression.

Mr. Briggs does not appear to have forgotten the days when he belonged to "the rank and file," and had a struggle to obtain knowledge, but he has evidently made a good use of his opportunities, for his opinions on mechanical subjects are not readily controverted, and he is held in esteem as a worker in the Association.

Mr. Briggs pays a high tribute to the Engineers and Firemen for their many sterling qualities, which it seems are necessary in the railway service, but while admitting that much has been done, he thinks that a proper use of the means so ready at hand will lead us on to still greater attainments, and for this purpose he calls on his associates to unite in the "endeavor to educate our men in their profession, inducing them as far as possible to read and think over the scientific literature flowing toward them." With Mr. Briggs' example and his words to cheer us on, let us prove ourselves worthy of the encomiums bestowed by him, and let the future prove that our aim is to "elevate the social, moral and intellectual standing" of our members, and that they are willing and ready to do all in their power to be thus elevated.

A Puzzle.

At a time when wheeled vehicles were not as plentiful as they are now, a wagon was slowly making its way over the rough roads of a sparsely settled part of Scotland, where such a thing was a novelty to the inhabitants. A lad with an inquiring turn of mind kept following the wagon, and on being asked what he was after he explained it by saying that "he wanted to see how long it

would take the big wheel behind to catch the little wheel in front." Nowadays we are better posted and know that the big wheel never can catch the little one, for the axles will not permit it, and will make the small one revolve a greater number of times to get over a given distance, and that the number of revolutions will be in proportion to the circumferences of the two wheels. As there is no connection from one wheel to the other, each one is free to turn as many times as the ground to be traversed may require of a wheel of its diameter, and nothing prevents the free movement of either. But suppose a rod or a bar was attached to the wheels such as the so called side, parallel or connecting rods of a locomotive and what would be the result, even if the utmost care were taken to have the pins on which the rods turned at equal distances from the centres?

The answer would at once be obvious that there would be a great strain on the wheels and in fact on the whole wagon, for the wagon could not be moved without sliding one or the other of the wheels, and that this would have to be done by a strain conveyed from one wheel to the other by the pins and connecting rod. But, says someone "what has this got to do with the locomotive where all the drivers are the same size?" Not so fast my friend! While there is not so great a difference in the drivers of a locomotive as there is in the wheel of an ordinary wagon, a less difference may, and no doubt does, exist in many, yes very many cases, and this difference may result from several different causes. In the first place it might just be possible that a wheel can be turned out of the shop differing from its mates $\frac{1}{4}$ of an inch in circumference and yet on a 5 foot wheel which revolves 334 times to the mile it would mean a slide of one of the wheels of over 5 inches to the mile. If there were a difference of $\frac{1}{4}$ in diameter it would mean a slide of over 15 inches in each mile traveled, and yet it is possible that some wheels might, on close inspection, show that much out on leaving the shop.

Again, unequal wear produced by different degrees of temper in the tires may cause wheels which were turned up true at first to be of unequal size after running awhile, and this difference is often far greater than the above supposed cases.

Again, the use of sand to prevent slipping of drivers will ultimately accomplish a turning or wearing down of the wheels to an unequal size. Sand pipes are usually so placed as to give sand on the rail in front of all drivers; the first one gets the full effect of the sharp grains and is worn down by them in the same manner as a new file shows its power; the second wheel catches what is left of the sharpness and is worn by it in proportion; while the third wheel (if there

is one) hardly finds enough to take hold of and remains the largest of the three. On account of breaking front pins by slipping the wheels just as the front ones had taken the sand, and before it had reached the main drivers of their "moguls," a change was made in the position of the sand pipe on one of the trunk-lines, and the sand is now delivered to the main and back driver of the "moguls" leaving the front ones to get along without any. The front wheels therefore remain nearly full size, the main ones are in many instances worn in $\frac{1}{4}$ of an inch and the back ones $\frac{1}{2}$ of an inch; making three sizes of wheels firmly bound to each other and compelled to revolve uniformly. As before stated a 5 foot wheel would make about 334 revolutions to the mile and would then be about 21 feet ahead of a wheel, which had been worn down $\frac{1}{4}$ of an inch and would thus be $\frac{3}{4}$ of an inch less in circumference, both having made the same number of revolutions. The back wheel having been worn down only $\frac{1}{4}$ as much as the main one would naturally occupy the half way position between the two other ones, or about 10 $\frac{1}{2}$ feet from either, if allowed to revolve 334 times without restraint. But they all reach the end of the mile at the same time and by making the same number of revolutions, but now comes the question: how is it done, and what amount of power has to be expended to do it.

It is evident that one or two of the wheels must slip, either ahead or back, to accommodate themselves to the others and that this slip must go on constantly in order to allow the pins to remain in the same position in regard to each other. When such a process is in continual operation on an old "mill" may it not account for much of the "grinding" and some of the "pounding" which is going on and which often defies detection? The weight on the drivers of an ordinary "mogul" is given at about 33 tons or 11 tons on each pair of wheels, and this leads to the query: how much power is thus needed to simply move the engine, slipping the wheels some with every turn? These thoughts are presented for the consideration of our readers, and those in authority over rolling stock of our railroads, and seem to deserve more than passing attention, from the fact that if the defects above stated were eliminated much power now lost might be used to a better purpose.

The Great Railway States.

According to the *Railway Age* the grand total of railway mileage of the United States to January 1, 1890, is 161,270. Illinois continues, as she has done for twenty years, to lead all the other states in respect to mileage, and has now considerably passed the 10,000 mile point. In 1869 Pennsylvania stood at

the head, with Illinois second and New York third; but in the following year Illinois passed to the front, and has since continued to hold pre-eminence, while Pennsylvania has dropped to the fifth place and New York to the sixth. It is interesting to note some of the remarkable transpositions in rank which have occurred in those twenty years, and for this purpose we will take the States which have now reached a railway mileage of over 5,000 miles, and show their rank and mileage in 1890 and 1870 respectively.

STATES HAVING OVER 5,000 MILES OF RAILWAY.

STATE.	1890.		1870.	
	Rank.	Miles.	Rank.	Miles.
Illinois	1	10,079	1	4,823
Kansas	2	8,815	10	1,501
Texas	3	8,494	26	711
Iowa	4	8,455	5	2,683
Pennsylvania	5	8,417	2	4,656
New York	6	7,762	3	3,928
Ohio	7	7,759	4	3,588
Michigan	8	6,739	8	1,638
Indiana	9	6,013	3	3,177
Missouri	10	6,001	7	2,000
Minnesota	11	5,519	18	1,092
Wisconsin	12	5,440	10	1,525
Nebraska	13	5,020	27	705

The most remarkable transposition indicated by these figures is that of Texas, which in twenty years has jumped from the twenty-sixth place to the third place, her railway mileage having increased from 711 to 8,494 miles. Nebraska also shows a notable advance—from the twenty-seventh to the thirteenth place, and from 705 miles to 5,020 miles of road. While the Western States and Territories have been the scenes of the greatest activity in construction of late years, still the older Eastern and Middle States, which had the largest mileage twenty years ago, have also continued to build new roads, and still maintain prominence in the list—New York, for example, having just about doubled her mileage in that time, and Pennsylvania having nearly done so. That Illinois, in spite of the rapid growth of the country to the west, should still continue for twenty years to lead all the rest in point of mileage, is notable evidence of the great strength of her position, in the heart of a continent, with a metropolis, which has, for years, been the greatest railway centre in the world. The prospects are good for Illinois remaining at the head for yet a few years. The railway growth of the entire country during the past twenty years has been wonderful in the aggregate, the mileage having increased from 50,898 in 1870 to 161,270 in 1890—an addition of no less than 108,370 miles, or an average of over 5,400 miles every year.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the tenth day of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

NOTES FROM SUMMER RESORTS.

I have been very much interested in the editorial in the July number of the *Magazine* entitled, "The Higher Education of Women vs. Marriage," an interest I am sure which is shared by all of our readers. The desire is strong to add a few supplementary thoughts, to call attention to one or two points which the writer, probably for want of space, has failed to consider. But up here among the great lakes, with the cool breezes blowing down fresh and sweet from the pine woods, and a picnic, a fishing party or a yachting excursion on the programme for every day in the week, it is impossible to enter into a discussion of the abstract or the didactic. As we take our ease under the great trees, with glimpses of blue sky above and blue waters beneath, or lie at full length on the white sand and watch the long waves roll in and break into white foam on the shore we are not quite sure that we believe in education of any kind. We lose all interest in the great problems of life, all capacity to reason and to argue, we are almost ready to abjure civilization with all its perplexing demands and return to the wild and roving life of our savage ancestors. A few months from now, when the long evenings begin and we revive our waning interests in the vital issues of the day we will seriously consider whether the higher education of women is detrimental to the institution of marriage. Only a few weeks ago the whole country was flooded with a fresh installment of "sweet girl graduates," every one of whom is this summer industriously in pursuit of a husband. We will not disturb their fond anticipation by suggesting that if they continue their studies any further they will imperil their chances of marriage. Later on, however, we will give this subject the attention to which so serious a question is entitled.

Since early in July I have been enjoying the various resorts of northern Michigan, not resting but recuperating. After the very hot and depressing air of southern Indiana every breath of this pure and bracing atmosphere is a mental and physical in-

spiration. There is this distinction between those who labor with the hands and those whose work is of the brain, the former may enjoy a complete rest which is never possible to the latter. They may lie down at the close of the day and fall into a deep and dreamless sleep, which puts new life into the tired body, and an "outing" to them means absolute rest and refreshment. But these things are beyond the command of the brain worker. When he lies upon his pillow in the darkness of night the mind continues ceaselessly to labor and is entirely out of control of the will power. It goes remorselessly on through all the hours of the day and knows not the "noon hour" or the six o'clock signal that work is ended. If the literary toiler goes among new scenes hoping for a respite, fresh themes for his pen are constantly suggesting themselves and, whether it be from the love of writing or whether it be from financial necessity, he is never able to enjoy a complete and unbroken rest.

Northern Michigan has many pretty and interesting pleasure resorts. From the time one leaves Chicago on the steamer there is a succession of picturesque spots in any one of which the traveller may find whatever he wants in the way of boating, fishing, hunting, delightful climate and that chimera known as "watering place society." Along the eastern shore of the lake are St. Joe, with its fine hotels and lofty bluffs, Grand Haven, whose beauty was so sadly marred by last winter's fire, Muskegon, Petosky, Bay View, Charlevoix and Mackinaw, so magnificently situated at the intersection of the world's great lakes. It commands a view of which one never tires and many wonderful productions of nature in the shape of gigantic rocks and gloomy caves. But after the novelty has worn off one becomes tired of the limited confines of the island and longs for wider fields. Charlevoix is beautifully located and a pleasant place to those who do not grow restless and weary of the same narrow round of pursuits week after week. Bay View is finely located on high and breezy bluffs terraced down to the shores of Traverse Bay, an inlet of Lake Michigan. Here the Chautauqua Assembly meets every year and for nearly a month offers an unexcelled programme of lectures, music, religious exercises, educational advantages and entertainment of various kinds. The amphitheatre, the beautiful Evelyn Hall, dedicated to the W. C. T. U., and numerous other public buildings are all first class, and, it more nearly approaches the parent Chautauqua in New York than any of the large number of branches scattered throughout the United States. The Assembly is very largely attended and among the hundreds of cottages are many as handsome as any to

be found among the Michigan resorts.

Across the Bay are Harbor Point and Harbor Springs, the former largely occupied by Chicago cottagers and the latter an Indian village, so quaint and interesting that it would require a letter by itself to do it justice. Petosky, a mile away and connected by a five minutes ride on the "dummy," has a most excellent hotel and affords many summer enjoyments. The third city in size on the lake is Muskegon, the largest shipping port for lumber in the world. The census just completed gave this place 25,000 inhabitants, exclusive of the suburbs, and it is alive with enterprise and energy. Here I have spent the greater part of my vacation thus far, partly because it is the home of very dear relatives and partly from a natural disinclination to entirely let go the advantages of city life and "take to the woods." I confess that I would rather take my cool breezes and fresh air where I can at the same time get my daily newspaper and have springs on the bed and screens in the windows. A vitiated taste no doubt but one which grows with those, especially women who are born and bred to town life. Muskegon has thirty miles of paved streets, is lighted with electricity, has miles of white cement sidewalk bordered with little parks, beautiful green lawns and an endless number of handsome homes, electric railways, one of the finest public libraries in the country, twenty public school buildings, many churches and a most refined and hospitable people. Lake Muskegon is almost surrounded by huge lumber mills and in every direction rise the big smoke stacks of other manufactures. A ride of a few minutes by steamer or by the electric cars brings one to Lake Michigan with its many attractions and at all points of the compass are parks, picnic grounds and charming drives. It is a delightful place to spend the summer and we are tempted to regret the season's programme which, in a few days will require us, like the wise men of old, to follow the star in the east.

A PLAGIARISM EXPOSED.

In the January number of the *Magazine* as our readers will perhaps remember appeared an article entitled "Kissing Mother," and signed "Kittie Wadden, Keokuk, Ia." We published it with the editorial comment that it was "one of the most beautiful contributions that has ever graced the *Woman's Department*." Immediately upon its publication we received a letter from a gentleman in New Jersey telling us that the article was originally written by Robert J. Burdette. This letter we published in the next issue of the *Magazine* and it at once called forth an indignant denial from Miss Wadden, who declared that she

was the author of the article, that she was "only a school girl" and did not see how any one could compare her writing with that of Burdette. She enclosed another contribution which showed conclusively that it was not written by the same person who penned "Kissing Mother." Not satisfied with this Miss Kittie had one of her friends write a very complimentary letter asserting she had positive knowledge that Kittie wrote the article in question.

In the meantime letters began coming from every direction stating that the writer had read the article years ago and given the name of the publication where it appeared. One from Ottawa, Kansas, enclosed a leaf taken from Green's Almanac of 1883 upon which was the same article. Another from Danvers, Mass., contained the same clipping taken from "The Ingleside" dated December, 1883. Another sends from a patent medicine advertisement. In all of these cases there was not the change of a single word from the article claimed Miss Wadden. There is no question but that it was a deliberate forgery upon her part, adhered to even after she had been detected and exposed. Comment is unnecessary. Her last contribution is in the waste basket, which will receive anything she may send. We are under obligations to our correspondents for the interest they have taken in this matter and we will keep our readers always to inform us if they detect a plagiarism in our columns.

HOW TO MANAGE A WIFE.

Editor Woman's Department:

Some will probably suggest that the best way to manage her is to use the "bald headed and broom!" While others will probably say that she should be petted and adorned with luxuries.

Her likes and dislikes should be studied, and her faults; for there is no recipe for a perfect wife any more than there is for a perfect husband; there is always just as great a number of good wives as there is of good husbands, and never did any whether married or single, who made a determination to be agreeable fail in his or her efforts.

I do not think that women, any more than men, should have an abundance of authority over home for it has been said, "That a household without a woman at the top of it, and a man at the bottom of these concerns where the wife has authority without power, and where the husband is mere without virtue."

A wife, affectionate and gentle, sensible and virtuous, will always bring domestic happiness. It is not matter whether she be an inmate of a palace or a humble, little cottage, virtue and sanctifiedness will abide. Her pains, pleasures, opinions, sentiments and thoughts should be harmonized with those of her husband.

If he be ill or in trouble the double balm of love and mutual friendship comes to his rescue and dispels all gloom and makes pain appear as a jest for she alleviates his trials by sharing them. His easy, short and enjoyable does the road of his life with such a companion and as the sunshiny life fades and age bends them low, when children like the birds has flown away, they will find the winter of life has drawn near without either serving its approach. Summing up, "a wife completes a household."

KEOKUK, IOWA.

For Woman's Department:

A FRAGMENT.

There's no name among the living
Like the ones I do not speak.
Not so fair the rose that's given as the
One I may not seek.
There's no bliss caged in fruition
Like the hope that's on the wing.
And no words hold half the sweetness
Of the song I may not sing.

Eagerly I clasp the shadow while the
Substance, fled before,
Hath its dwelling past Time's portal
And an angel guards the door.
Yes, there still remaineth Heaven,
And the bounty of its bliss
Is the cup that here we thirst for.
Is the thing that most we miss.

Alice O. Darling.

CHICAGO, ILL., July 8, 1890.

Editor Woman's Department:

I am always delighted when the *Magazine* comes and eagerly peruse the Woman's Department first. I enjoy the book ever so much and find the reading very interesting. I would like to exchange patterns and recipes with our sisters, any kind of fancy work for the home. It may not seem but a trifle, but if we exchange with each other it may be new to the rest of us. We have had enough of "how to manage a husband" and of "Kicker," let us have a change. I think perhaps some of us wives may need managing, but we do not see our own faults as those of our husbands. Stop and reflect for a few moments, your husband, be he a fireman or engineer, out upon the road working hard; see the great danger they are always in, to return home and a wife, could she hold such feelings toward her husband as to how she would manage him? No, dear sisters, when they part with us and our little ones to go out upon the road it may be the last time we may see them living, then do not have any such feelings toward your husband.

When they return home from work, do we make allowances for the many cares and troubles they may have to contend with while away which may make them feel out of humor? Now the best way to make them happy is to have their meals ready on their return from work, clean clothes laid out for them to change (of course the buttons must not be off nor any holes in the heel or toe of the hosiery), and their shoes polished nicely, or if they prefer their slippers have them close by. Then always build the fires of mornings and let them rest their tired and weary body and see how they enjoy that. It's better than trying to manage a husband. Give it a trial, sisters, and see the effect. Some of our readers will say, "no, tis not a woman's place to build the fires and wait upon a man," but I say if we can build the fires while they are upon the road we can do so on their return. I do all these things and have two children, besides, to work for and think it a great pleasure to do all I can to save my husband. Then we ought to at all times keep ourselves as pretty and attractive to our husbands as before marriage, also our little ones, have them tidy and clean. That's what pleases all men, no matter who they are, and if we have any aches or not feeling well, why complain? Does it lessen the ache or pain? No! If single we would not think of telling such things, then why bother the men now. If one is real sick that's different. I will give some recipes in my next, will also give some patterns for work, that is if I may come again.

Blanch.

[Come again by all means. We very seldom have a correspondent who seems so near perfection. When you give us those recipes, please let us have one that will tell how a woman can build all the fires and black her husband's shoes and at the same time keep herself as "pretty and attractive as before marriage."—Ed.]

MONTREAL, P. Q., July 7, 1890.

Editor Woman's Department:

I have only been married a year, during which time I have been a constant reader of the *Firemen's Magazine*, and I never read any thing to equal an article written by a person and signed "Kicker," in the April number. In one place he says he has his *Magazine* sent to the round house so that his wife (poor creature) could not get it to read for fear of spoiling her. Just think of it, as though any sensible person could see any thing in the *Magazine* to spoil a woman! Why I subscribe for several home journals and, do you know, I don't feel half so interested in them as I do in the *Firemen's Magazine*. We look forward with delight to its coming and if my husband is at home when it arrives he will don his cap and slippers and say, "Now old girl read me some of those interesting letters," so you see he is not afraid of it spoiling me and as I have no baby and like to please my old man I comply with his wishes.

Now as to managing a husband well, I have not had much experience of married life but I don't see that a woman needs manage her husband for I think kindness and a little good advice go a long way. I will tell you how I manage: I keep my little house (though I say it myself) as neat as a new pin, and when I know my hubby is coming home I attire myself in a dress I know he likes and when I hear him coming up the steps I run to meet him and give his dear, old, black face one of my best kisses and if you could see how pleased he looks it would do you good and I never hear him speak a cross word and he is so kind and thoughtful. There are several of my former school mates very prejudiced in regard to railroad men. They say they would rather live single all the days of their life than marry one. Now let me give the girls a little advice: If you want a good husband, which I am sure you do, marry a railroad man, for when he comes in off the road tired and hungry to a neat little home and wife to cheer him he will appreciate her, whereas a man that is always at home, thinks it is no more than he should have and looks upon his wife as a slave. Yes, girls, marry a railroad man and you will never regret it. I married one of the boys of Lodge No. 35 and I do not regret the step and it is with pride I sign myself a fireman's wife.

Emma.

May happiness and prosperity ever follow our Editor and the B. of L. F. is the wish of E. S.

[This is a very good recipe.—Ed.]

PHILADELPHIA, July 7, '90.

Editor Woman's Department:

I have been a constant reader of the *Magazine* for three or four years, and as my fireman is constantly reminding me of a promise to begin and do my best, which timidity has always deterred me from fulfilling. I have through my admiration for the Woman's Department and its writers, plucked up enough courage to express my hearty thanks for the many lessons and helps I have received through its pages.

I never see anything in the *Magazine* from the members of Enterprise Lodge, No. 75, B. of L. F. which I think is not from lack of writers as they are a live set of men and always on the lookout for the good of the Order. There is a sermon written by the Rev. Emory Polisher in July's *Magazine* which I am now reading and which pleases me very much. It is written in railroad language and to the Knights of the Rail which if taken to ourselves would teach us how to trust and bear our burdens. The Rev. says "the Great Master Mechanic hears the prayers no matter when or where. It makes me strong when I am tired, it makes the rough places smooth, and the dark places light." Although but two months have passed since I linked future and life with my fireman, I have learned what it is to worry when he is out on the road, but my great burden bearer the Grand Master, is ever ready to hear my prayer for my fireman's safety and so wonderfully helps to bear the worry and if it is willed otherwise than his safe return to me, that when he is called home he may have the full hope of entering into the higher life. My best wishes to the *Magazine*.

A Fireman's Heatherbell,

Mrs. L. B. H.

*For Woman's Department :***MY MOTHER.**

Ever dear to me was mother—
 Dearer far than words can tell,
 Ere we parted from each other—
 Ere she breathed her last farewell.
 And the dreary years whose silence
 Lie between the past and now,
 To my heart hath brought deep sorrow—
 Left their impress on my brow.

Ever dear to me was mother,
 Ere the angels called her home
 To that bright celestial heaven,
 Leaving me in grief to mourn;
 Oft when twilight shadows deepen,
 In my fancy I can hear
 Words of love so kindly spoken,
 And I feel her presence near.

Oft beside her grave I linger,
 Where she rests in dreamless sleep,
 Freed from all life's cares and sorrows,
 Unmindful of the tears I weep;
 But when life's journey shall be over,
 And I seek the fairer shore,
 May I meet my own dear mother,
 To be parted nevermore.

Mrs Nellie Bloom.

WEST OAKLAND, CAL.

CLIFTON FORGE, VA., July 8, 1890.

Editor Woman's Department :

I am a constant reader of the *Magazine* and have thought several times of writing to it, as I rarely see anything from this state. Once I thought I would write and give my opinion as to "How to Manage a Husband," but as I had none of my own to manage I concluded I had better abandon that idea. I want to tell the readers of the *Magazine* something about our town (no longer little) away up near the top of the Allegheny mountains. Eight years ago it consisted of three houses; one an old farm house, the other two were put up temporarily by the Chesapeake & Ohio R. R. to be used as a telegraph office and blacksmith's shop. Very soon this became the end of two divisions of the road and the farm was sold off into lots, which were bought principally by the R. R. men who built upon them immediately in order to bring their families here. This brought other business men here besides railroad men and pretty soon our little village began to put on the appearance of a town. When it was about three years old another railroad was built up James River and this became the terminus of it. That brought more work and workmen and both roads built their machine shops and round houses here, and now, from twenty to forty trains come in daily, with trains averaging from fifty to sixty cars each. The freight consists largely of coal from the mines of West Virginia, which is shipped to New-Port-News and from there to the northern cities for manufacturing purposes. Then nature has done a great deal for this town. The scenery is unsurpassed, the air is fresh and invigorating, we have almost a constant breeze and in the very driest, hottest summers the temperature is rarely over 90°. I think we have the most beautiful water here in the world, even our largest rivers are as clear as crystal and the small mountain streams are clear and cold the whole summer. Our mountains are high, the altitude of this place is 1,500 feet. Last, but not least, nature has filled our grand old mountains with the richest minerals in the south. Within a radius of ten miles six furnaces have been built and put into operation in the last few years. We have good schools, fine churches, newspapers and banks. Last year's census shows that in eight years the population has grown from a dozen people to upwards of 3,000. A \$75,000 hotel is being built here now with all the modern improvements. When finished it will be the finest in the place.

When I began I did not mean to say so much but hope it is not too much.

Before I stop I want to tell some of the ladies how to make ottomans of tin cans. Take seven cans (tomato cans are the best) put six around and the seventh in the center. Put a strong piece of cloth

all over them and sew strongly, then take a cord and wrap tightly between each can, this makes the scallop; then make a cushion for the top and cover the whole with some pretty material or patchwork, and I venture to say you will be surprised at the pretty piece of work you have accomplished.

I don't know very much about the B. of L. F. of this place. I am not acquainted with many of the members, but think it must be in a prosperous condition as I saw not long ago, the secretary send by express \$35.00 for a new regalia; from that I judge they are still alive.

I remain,

[We like a letter of this sort. Come again.—Ed.]

GAINESVILLE, TEXAS, June 29, 1890.

Editor Woman's Department :

I am a constant reader of the *Magazine* and having never seen anything from the Southern Cross Lodge, No. 324, I take the liberty to write a few lines, trusting it will find space in your valuable *Magazine*.

The Southern Cross is thriving rapidly, having been organized about ten months. The boys here are all steady, hard working men and well liked by all.

We have two railroads here: The G. C. & S. F. and M. K. & T., and three wholesale groceries, seven dry goods houses, fifteen small groceries and nine saloons and ten churches. Gainesville can say she has 12,000 population and a good country to support her.

Mr. Kicker I will give my opinion of you: I think you have only sense enough to pick and shovel and clean the ashbox and ring the bell. But furthermore you know nothing. I, for one, do not believe you belong to the B. of L. F. and you do not take the *Magazine* and you are a little dog sure enough. There, now, if you do not like that all you have to do is to come down to Texas (as I am a real Texan) and if I don't give you the best whipping you ever received. You can get my address from the editor as I will not be ashamed to sign my name. I am afraid you will never show up, as we women would not leave a piece of cloth to send your poor, unfortunate wife.

May, I do not know what to say to you, only I feel very sorry for you. If you would do as a lady friend of mine did perhaps you will conquer him. Whenever he comes home meet him with a smile but do not let him see you are down-hearted. Be as gay and lively as your poor, aching heart will permit. Talk of other men and their wives, how they get along. Tell him you do not wish him to go out and leave you, and if he does, just say to him you are going where your husband goes and you go too. If he says he will leave you, go and pack his things or, better still, pack your own and tell him if he cares nothing for you that he and you had better part. Mean what you say and if he does not yield, he does not love you. God knows you are better off by yourself than to have a man come home only once in twenty-four hours. This lady friend is my sister and she said only this evening, (while reading your letter) "write and tell my plan, perhaps she will succeed as I did and conquer her husband."

*Wishing the Magazine and B. of L. F. success,**I remain,**A Fireman's Wife, Claude.*

EVANSVILLE, IND., July 28, 1890.

Editor Woman's Department :

After reading the contents of the July number of the *Firemen's Magazine*, especially the Woman's Department, which by the way, is the most interesting part of the *Magazine* to me, I thought I should like to contribute a few thoughts, although I am neither wife, mother or sister of a fireman. But I know a good many firemen and engineers and they seem to be a very kind, generous class of men. ("Kicker" surely cannot be one of this number.) I feel sorry for him poor fellow, for I am certain he is one of those shallow minded men that met a pretty face in the ball room, danced with it, made love to it, and went home and dreamed of angelic visions.

finally married this lovely butterfly of society, and then woke up one day to find marriage a failure and of course he is so narrow minded as to judge all men's wives by his own. And his wife, poor soul, what must have been her mortification when she discovered that she had linked her future with a being so inferior in all the essentials of manhood. But pshaw, there are plenty of men of intelligence that believe their wives to be their equals in mental qualities; then why waste time on "Kicker," he should be placed in an institution for the harmlessly insane. But I really believe that a great many men attach too little importance to the intelligence and industrial skill of the women they aim to make their wives and they soon discover their mistake when they find their homes disorderly and their meals badly cooked. They do not stop during courtship to think whether the adored one can mend a shirt or prepare a respectable dinner, and yet the most sentimental husband must come down from his ecstasy soon after the marriage knot is tied, and he then discovers if the real element of home comfort be lacking, that he soon tires of his home, notwithstanding all the good looks and bright glances of his wife: And the public house soon separates what the law and God have joined together. The mainstay of all domestic happiness is the wife, especially in the laboring man's home, for she is not only wife, but housekeeper, nurse, servant, all in one, and if she be of a cheerful, contented disposition she is a crown of glory to her husband; she helps him in all his good resolutions, she may by her kind and gentle ways bring out all his better qualities. How little pains are taken in so many homes to cultivate that beautiful quality of a kind and forbearing disposition! Were more women to try kindness with their husbands when they come in tired and worn out after a hard day's labor, how much better it would be than tears and reproaches over some imaginary slight. There is nothing of which a man tires sooner than a woman forever in tears.

One word more in regard to managing a husband: Manage him with patience and kindness and if that fails just set him down as another "Kicker" and do not worry more than possible about him but just enjoy life in spite of him.

With best wishes for the Woman's Department I remain the firemen's friend.

A Reader of Firemen's Magazine.

HINTON, W. VA., July 10, '90.

Editor Woman's Department:

In perusing the July No. of the *Magazine* I find a letter from Hinton criticising your humble servant or "some other Hinton ladies" for not contributing more to the Woman's Department. I, too, think it would be well for the ladies to take more interest. It is very encouraging,—but I am truly glad my letter had the desired effect. Our good friend "Grit" will find if he looks around that he is vastly mistaken when he claims that "Miss Eva" is not acquainted with the boys of 236. Why! among them are her very best friends. I am sure it looks as if it was a lack of grit or something else for they come to the front as she gives them a gentle reminder through the worthy columns of the *Magazine*. I can't quite understand why in writing up the popular members of 236 our correspondent should have forgotten "Frankie" Vanstavern. Judging from his actions the past week he must be love sick, and we fear will soon have to take a trip to the Green brier white sulphur springs. If you don't go soon I am afraid Will Mc. will get ahead of you. I think the "Ladies Pet" has lately concluded not to go to San Francisco, but the man that bought the furniture will go. Now friend "Grit" there's Eli, John Williams, Frank Smith, and last but not least, bashful Clayton and a number of others, both married and single, that are just as worthy of being mentioned as are your particular favorites.

In regard to our enterprising city I will say—"It's the garden spot of the world" to some of us. In scenery it is unsurpassed. The surrounding country has many attractions. The famous brown stone quarries, ice cave, burning spring and many other places of interest. Any one wishing to pay a visit to

the mountains will never regret a visit to our little city. We have five churches, good schools and situated on the corner of 3d and Summers St. is our elegant Opera House. Our reading room is a perfect model under the skillful management of the I. O. G. Y's. Where the railroad men while away many a leisure hour instead of at some of the more attractive resorts. We have a number of hotels and stores and in fact everything that goes to make up a real nice little city. You will seldom find a jollier and more sociable lot of girls and boys than we can boast of. My declaration of love for Shandy is a matter of little consequence: one could be in love with him and some of the members of 236—also—and not mention it, for I am sure some of them are very lovable.

Wishing the *Magazine* and B. of L. F. success and long life.

I am most truly,

Eva Carol.

[No, it doesn't "count" to be in love with Shandy Maguire. He is the Woman's Department beau.—Ed.]

OBITUARY.

A tribute to the memory of John A. Mangan who lost his life on the I. C. R. R. As a boy he was beloved and mourned by all.

A brother dear, I once possessed,
Noble he and pure and good,
Who made our home a joyous nest
By his endearing presence wrought.

His manly form, I see it still,
His eyes so blue, his hair of gold,
Oh hand of death! oh Heavens will!
Alas he's laid beneath the mould.

A mother's pride, a father's joy
To sister a fond protector he,
How dear to all our lovely boy
Why was his end so soon to be?

That fatal day I thus recall
When the dreadful message came,
For written there told what befell
Our John so dear, the child of fame.

By cruel wheels a wound received
From which for life he e'er must bear
Unless by God he's soon relieved
And summoned to realms beyond earth's care.

"Could it be true, was it our John,
Who had been the victim of cruel wheels?"
Were the words of mother as she moaned
The loss of one whom she must yield.

Alas too true for down the path
By strong arms borne our lovely John,
They laid him down on a snowy couch
And turned away with a tearful eye.

But oft return with words of cheer
For Johnnie's sorrow by all was shared
And a railroad badge he was to wear
If life to him was spared.

The weeks sped by till weeks were five
And they were sad dark days of grief,
For at their close the spark of life
Had left this world of weary strife.

His death was mourned by all the boys
And oh, alas, what words can tell
Of the lasting sorrow, the heavy sighs
That in the family bosom swell?

But we to God's will meekly bow
For angels whisper, "All is well."
Our darling John is resplendent now
And his deeds are chanted by Heaven's bell.

His Sister Kitty.

MME. VIALARD, upon whom the French military medal has been bestowed for distinguished services on the field of battle, is a widow, fifty-five years old, and is—as for thirty-five years past—the cantiniere of the Thirty-first Regiment.

For Woman's Department:

FOR HIM.

On the ocean shore, where the waves beat high,
When the light was growing dim,
We stood together, my love and I
And listened to evening hymn.

From an ivy draped church on its rocky site
Came the choir's softened tones.
Blending so well with the quiet scene,
And the ocean's murmuring moans.

The tide's coming in as we stand on the shore
Of the limitless sounding sea,
Bearing the shells of the briny deep,
In its strength so grand and free.

In the gathering gloom of the twilight hour
While the choir finished the hymn
There on the sands I promised to give
My life and my love to him.

'Till the reaper Death with sickle keen
Shall garner and gather in
The ripened sheaves of well spent lives
From this world of care and sin.

A year passed by, again I stand
By the shore of the sounding sea,
But he is not here to clasp my hand
And speak loving words to me.

In the churchyard fair, where the choir sang
One little year ago,
They laid him to rest in the evening time,
While the sea was whispering low.

And so I stand in the twilight gloom
While the shadows of eve grow dim
And gaze on the deep ocean's surging waves
And await my meeting with him.

Sibyl.

CARTIER, ONT., August 11th, 1890

Editor Woman's Department:

In the August number of the *Magazine* is an article from E. E. S. giving the "lords of creation" a rather severe "roasting," and it is too to be regretted that there is but too much truth in her remarks. But they only apply to the genus "dude," who is I am happy to say, a rarity among railroad men. Just imagine one of those over-dressed, perfumed dandies, handling the "pick and scoop," ha! ha!

Now let us look at the other side of the question, and see what "the girl of the period" is like: Whether her station is high or low, you will always find her dressed in the height of fashion, be that fashion of the village or of the metropolis. What matter it to her that her father, brother or husband slaves from morning till night to lay by a few dollars for a rainy day? Oh! no! she must have that "love of a bonnet," or a dress of that lovely blue silk, or some other expensive article and with a sigh the purse strings are loosened and the hard-earned savings go. She is well up in athletic exercises, she can row a boat, plays tennis, swing Indian clubs, etc., but when a weary mother or sister asks for a little assistance when wash or ironing day comes—oh! no; she could not think of doing any work, she is so delicate.

She is also well versed in "slang," and when asked a question which requires an affirmative reply she does not say simply "yes." Oh! no. That form of expression is too old fashioned to suit her taste, she says "you bet your life," "I should smile," or something else equally brilliant and so on, *ad infinitum*. There is evidently, though unintentionally, a bit of sarcasm in the second paragraph of "E. E. S.'s" article but the insinuation that "brains" are not among the "qualifications requisite for a young lady," is hardly fair.

But don't despair boys and fly in terror from all thoughts of the hymeneal altar. The "girl of the period," like the "young man of to-day," described by "E. E. S." are not, thank God, so common as some cynics would have us believe. There are as many pure, noble, self-sacrificing girls to-day as ever there were; just as there are thousands of loyal, true-hearted boys to make husbands for them. G. M.

FORT DODGE, August 7, '90.

Editor Woman's Department:

I have for almost two years been a constant reader of the *Firemen's Magazine* and I think I could honestly say I have never had the pleasure of seeing anything about the worthy and good members of Western Lodge, No. 222, and it has always been a mystery why they should be so totally ignored. Deeming unjust I thought I would say a few words in their behalf as I am personally acquainted with most of them and know them to be good, honest, solid and industrious members of the Brotherhood whose rules and regulations they so faithfully follow. The worthy Master A. W. Nunn is the right man in the right place and is always seen winding his way to lodge room on the second and last Sunday in every month and his example is followed by the other members for, as I sit here writing, I hear three the members, Andy, Charlie and L. saying goodbye to some lady friend till after Lodge. So you see they would not absent themselves even for a pleasant walk with their best girls. As they start off they turn back and say, "Say, Mary, when are you going home? Don't go till the meeting is over and I will be back." I did not hear the answer but I guess waited. And now I see other members and among them is Omar Rhodes, who but a few short weeks ago came to the conclusion that "marriage was a failure" and wedded Miss Lizzie Warner, a lovely and accomplished young lady of this city, who though she cannot become a member of the Brotherhood will do all in her power to promote its growth and prosperity. Brother Fred Peterson is enjoying a visit from his brother of Ohio. L. M. Flicker has just returned from a visit with the old folks. J. McKemley spent the Fourth of July with his girl at Algond. C. L. Carter, who was hurt in a wreck at Rensen, is again on duty with shovel in hand. And "Willie we have missed you" must have been up in a balloon on the Fourth for we haven't seen him since, but we sincerely hope to, for the firemen could ill afford to lose such a good member.

Bro C. E. Taff almost got lost in the flags. He had his engine the "Cannon Ball" decorated with eighty-five flags floating in the breeze from Fort Dodge to Albert Lear on the morning of the glorious Fourth.

Well, I will not say any more this time. I stop, hoping all the firemen had a good time. Fourth and will enjoy many happy returns of the day so dear to each American heart.

I will sign myself a "Better late than never."

Fireman's Magazine

THE OLD HOMESTEAD.

I'm sitting to-day in my mansion,
Made up of brown stone and plate glass,
Where the fashionable crowd in their satins
And beauty and pride daily pass:
But sometimes my heart turns in sadness,
From fashion and folly away.
For I long for the old gabled homestead
And the garret where I used to play.

The memory of fields and of clover,
Of the lake, the orchard and barn,
And everything I can remember
That's lovely around the old farm,
Steals into my heart like an echo
Of a song that seems distant away.
That I sang when at the old homestead,
In the garret where I used to play.

'Tis true that near by the old dwelling
Lie buried the treasures I love,
And dear one I cherished so fondly
Have gone to their home up above,
Still I long once again to revisit
The wild woods and 'mong them to stray,
And roam once again through the homestead,
And the garret where I used to play.

I know I am grateful and happy
For this home of riches and ease,
But my heart holds many a memory
I would not exchange for all these.
And oft as I sit at my window,
As the crowd passes, careless and gay,
My heart wanders back to the homestead,
And the closet where I used to play.

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

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THE STRIKE ON THE N. Y. CENTRAL.

The Visit of the Chief Executives of the Federated Orders of Railway Employes to New York.

THE CONVENING OF THE SUPREME COUNCIL, ITS DELIBERATIONS AND FINAL CONCLUSIONS.

On the night of Friday, August 7th, as unexpected as it was sudden, business on the New York Central and Hudson River railroads, from the city of New York to Buffalo was suspended—trains ceased to move—except those carrying the mails. It requires an effort of the mind to grasp the situation. The New York Central and Hudson River railroad, more properly the New York Central system of railroads owns and leases 1,441 miles of track and employs about 20,000 hands, paying out annually for wages about \$10,500,000.

The New York Central is one of the richest, strongest and best equipped roads on the continent. It is sometimes called the "Vanderbilt road," and "Vanderbilt" is regarded as a highly expressive synonym of wealth, fabulous wealth—and it certainly does no violence to metaphor to say it means a mountain of gold.

The company has about 900 locomotives and must necessarily have 900 engineers and 900 firemen in constant employment and it is fair to estimate the total number of engineers and firemen in the employ of the company at 2,000.

In the state of New York the B. of L. E. has thirty-one divisions and the B. of L. F. twenty-eight Lodges, a total of fifty-nine local organizations and a large per cent. of the membership of these Divisions and Lodges, it is presumable, are employed on the Central. It is known that besides members of the organizations named, non-brotherhood men are employed, as also a large number of Knights of Labor. The troubles which led to the strike on the night of the 7th of August, seem to have been between the Knights of Labor and the officials of the road, and related as charged chiefly to the

discharge of men because they were Knights of Labor, though it is asserted that the officials violated certain pledges relating to promotion and some other minor matters.

After the strike had been inaugurated, in response to the request of T. V. Powderly, General Master Workman of the Knights of Labor, the chief executive officers of the four orders represented in the federated body, visited Buffalo and New York city. While in New York, these representatives of great labor organizations became profoundly impressed with the fact that the demands of the Knights of Labor, were just, and the officials of the New York Central and Hudson River R. R. should have promptly recognized Mr. Powderly as the Chief Executive of the Knights of Labor, and that arbitration, as proposed by Mr. Powderly, for the honorable settlement of the strike, should have been conceded by the officials of the road.

This was not done, and because it was not done, and for the purpose of enabling the Supreme Council of the Federated Orders of Railway Employes to hear all the facts and to take such action as the situation demanded, the Supreme Council was convened, and its action is fully set forth in the following declarations, which were given to the public at the time the date indicates:

HEADQUARTERS OF THE SUPREME COUNCIL OF
UNITED ORDERS OF RAILWAY EMPLOYEES,
TERRE HAUTE, IND., August 23, 1890. }

To all Labor Organizations:

MEN AND BROTHERS:—On the night of August 7th a strike began on the New York Central & Hudson River Railroad, involving about eight thousand men in the employ of said road, who were members of a great Labor organization known as the Knights of Labor.

The reasons set forth by T. V. Powderly, chief executive of the order, may be summarized as follows:

The peremptory discharge of between fifty and sixty men, employes of the road and members of the Knights of Labor, because they were Knights of Labor, without giving them any reason whatever for their discharge.

Prior to the strike the men sought, through the representatives of the order, to have their grievances adjusted, but their appeals being disregarded, a strike was inaugurated.

At this juncture T. V. Powderly, General Master Workman of the Knights of Labor, entered upon the task of adjusting the difficulty and of making such arrangements as would result in an honorable peace between the employes and the officials of the road, but his efforts were unavailing.

Mr. Powderly, comprehending the purpose of H. Walter Webb, third vice president of the company, to make war upon the Knights of Labor, and ultimately upon all Labor organizations represented on his road, sought a conference with the Supreme Council of the United Orders of Railway Employes.

The request of Mr. Powderly was granted to the extent that four members of the Council, the chief executives of the Federated Orders, met him in the city of Buffalo, N. Y., viz:

F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen and President of the Supreme Council.

George W. Howard, Grand Chief of the Brotherhood of Railway Conductors and Vice President of the Supreme Council.

S. E. Wilkinson, Grand Master of the Brotherhood of Railroad Trainmen, and Frank Sweeney, Grand

Master of the Switchmen's Mutual Aid Association. At the conference with Mr. Powderly, at Buffalo, the members of the Supreme Council became satisfied that the officials of the road, by every consideration of fair and honorable treatment of Labor organizations, should meet Mr. Powderly and adopt some just plan for the adjustment of the grievances of the striking employes.

This conclusion having been reached, the members of the Supreme Council, in response to the request of Mr. Powderly, extended their journey to New York, to afford such aid as was in their power to bring about a settlement between H. Walter Webb, third vice president of the company, the official having full authority in all matters pertaining to the strike, and T. V. Powderly, General Master Workman of the Knights of Labor, having authority to negotiate such arrangements as might end the dispute.

An interview having been secured, Mr. Powderly sought to have the men discharged heard in their own defense in the presence of Mr. Webb and himself. This fair and honorable proposition was refused.

Mr. Powderly proposed arbitration, which was also refused.

There were other propositions made by Mr. Powderly, having for their object the honorable settlement of the existing trouble, all of which were refused on the part of Mr. Webb.

The members of the Supreme Council, while in Buffalo and the City of New York, had ample opportunities to thoroughly inform themselves upon all matters concerning the strike. They saw and heard both sides. They appreciated the gravity of the situation, and comprehending impending consequences to labor organizations, deemed it advisable to convene the Supreme Council for deliberation and such conclusions as facts should warrant.

In response to the order of F. P. Sargent, President of the Supreme Council, that body was convened in the city of Terre Haute, Indiana, on Saturday, the 23d day of August, 1890, and remained in session until noon on Monday the 25th.

In making their report to the Council, the members who went to New York to confer with Mr. Powderly found all the statements made by him fully corroborated by the facts.

In an interview with Mr. Webb, he refused to entertain any proposition looking to a settlement of the difficulty.

He would not arbitrate any question nor make any explanation or concession whatever with regard to the discharged employes.

He claimed the right to discharge employes at will, without making explanation, or giving to the victims of his power any reasons for his despotic action. He would manage his road to suit himself without reference to any rights claimed by his employes, or any rights claimed by Labor organizations to interfere in the matter to protect their members.

The Council, having heard the statements of its members who had visited New York for the purpose of ascertaining the true condition of affairs, exhaustively discussed every important proposition, and arrived at conclusions as follows:

1. That the position of the Knights of Labor, as set forth by T. V. Powderly, General Master Workman, and the General Executive Board of the Knights of Labor, meets with our unqualified approval.

2. That the course pursued by H. Walter Webb towards Mr. Powderly and the Knights of Labor, notwithstanding his declarations to the contrary, evinces a purpose to disrupt and destroy labor organizations on the New York Central and Hudson River Railroad, as was done by Austin Corbin on the Philadelphia & Reading.

3. That the policy of H. Walter Webb is despotic to an extent that outrages every principle of American citizenship, and if generally adopted would, if successful, reduce American workingmen to the degraded condition of serfs.

4. That H. Walter Webb, by the employment of Pinkerton thieves, thugs and murderers, vile wretches from the slums and brothels of New York and other cities, to kill workingmen because they

dared to protest against his rule and strike for their rights, is a crime of such enormity as will associate the name of H. Walter Webb forever with those who, dressed in a little brief authority, have used their money to secure power to degrade their fellow-men.

5. That the efforts now being put forth by H. Walter Webb to destroy the Knights of Labor would, were circumstances changed, in like manner be made to destroy the organizations of engineers, firemen, conductors, trainmen and switchmen, and if successful, it is only a question of time when a similar effort will be made to seal the fate of other labor organizations.

6. That H. Walter Webb, by the course he has pursued towards the Knights of Labor, and the representatives of labor organizations has shown a total disregard of those principles of citizen sovereignty, dear to every American worthy of the name, and, considering only his money power and the corporate power of the company he represents, his acts, which speak louder than words, say, in the language of W. H. Vanderbilt, once the autocrat of the New York Central, "the public be damned."

7. H. Walter Webb seeks to support his arrogant attitude towards workingmen and labor organizations by assuming that the New York Central & Hudson River railroad is private property and that his acts in the treatment of his employes is in no sense a matter of public concern; that he can with impunity discharge men and remand them to idleness and poverty and render them homeless wanderers without giving them any reason or explanation whatever for his conduct, disregarding the fact that the corporation for which he plays autocrat is a thing created by laws, in the making of which, the men he seeks to degrade, have a voice, which, once unified, will bring his corporation to the bar of justice where his millions and the other millions he represents, will cease to be potential in deciding questions of right.

In view of the foregoing facts, the Supreme Council puts upon record its unanimous and unqualified approval of the strike on the New York Central and Hudson River railroad for the causes set forth by T. V. Powderly, General Master Workman, as also the efforts made by Mr. Powderly to bring the strike to an honorable termination. In this general expression of approval of the action of the Knights of Labor, the course of Vice President Webb is as unequivocally condemned.

The power of the Supreme Council in the matter of the strike has been exerted to aid the Knights of Labor, through their representatives, to secure the recognition of their order by the officials of a rich and powerful corporation, to secure for workingmen, the victims of autocratic power, a hearing, and to perform such other kindly offices as were proper under the circumstances, demonstrating sympathy and good will, thereby aiding the Knights of Labor to bring the strike to a close upon principles of right and justice. In this the council met with failure, owing to the autocratic attitude of H. Walter Webb.

It now becomes necessary for the Supreme Council to say, that owing to the fact that the order of Knights of Labor is not a member of the Federated Orders of Railway Employes, the laws of the Supreme Council do not permit of its doing more than it has done to aid the Knights of Labor, and its inability to participate otherwise in the strike is now known and appreciated by Mr. Powderly.

Referring to the laws of the Supreme Council relating to strikes, the matter is concisely presented as follows:

In the first place, if the members of either of the organizations, on any railroad, have a grievance, it is submitted to the proper officers of the road by the local grievance committee. In the event of failure to obtain satisfaction the chief executive officer of the order having the grievance is called upon and in connection with the committee seeks to amicably adjust the difficulty. If failure still attends the efforts to adjust the trouble then the Supreme Council is convened at the headquarters of the railroad officials, with whom a conference is requested and its influence is exerted to obtain a settlement alike just to all parties. If failure still follows efforts to remove the cause of complaint, and

the council by a unanimous vote decides the grievance to be of such gravity as to justify a strike, it is promptly ordered. In which event all the members of the various organizations employed on the road where the grievance exists, viz: firemen, conductors, trainmen and switchmen, abandon their work.

In conclusion, the Supreme Council places upon record its high appreciation of the manliness of the Knights of Labor employed on the New York Central and Hudson River Railroad in struggling to maintain a principle sacred to every workman on the continent and to all men who love justice and hope for the triumph of right over wrong as flagrant as ever stained the pages of history.

Attest:

W. A. SHEAHAN,
Secretary.

FRANK P. SARGENT,
President.

In commenting on the foregoing declarations of the Supreme Council, the *Magazine* records its commendation of their letter and spirit.

We have little to do with the whys and wherefores of the discharge of the Knights of Labor employes on the New York Central. The action of the officials may have been justifiable, at least from their standpoint, though the facts warrant a different conclusion. Be this as it may, the discharged men had a right to a hearing, the denial of which by H. Walter Webb exhibits him in the role of a petty tyrant, and the facts are of such consequence that labor organizations should consider them as of vital importance.

But, dismissing such reflections, the Brotherhood of Locomotive Firemen is profoundly concerned in another phase of the subject, the disclosure of which, more than compensates for all the trouble experienced by the members of the Supreme Council in their efforts to arrive at honest conclusions concerning the strike.

While in the City of New York, F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, in the course of an interview with H. Walter Webb, third Vice President of the New York Central, said to that official: Suppose a locomotive fireman, a member of the Brotherhood of Locomotive Firemen, was discharged by Mr. Buchanan, the Superintendent of Motive Power, and suppose the discharged fireman should endeavor to secure reinstatement and not succeeding, a committee should take up his case in accordance with the laws of the Brotherhood, and the committee should also fail to secure the man's reinstatement, after which I, as the Grand Master of the Brotherhood should be called upon to adjust the difficulty with Mr. Buchanan, and should also fail, do I understand you to say, that if I called upon you, you would not treat with me as the Chief Executive officer of the Brotherhood? To this pointed and important question, Mr. Webb replied: "These cases are all investigated by subordinate officers of the Company, and no man is discharged without just cause."

The declaration of Grand Master Sargent, is, that "Mr. Webb evaded the question and left the impression upon my mind that

he would not recognize nor treat with me as the Chief Executive officer of the Brotherhood of Locomotive Firemen."

Here then, we have the case in a nut shell. This H Walter Webb, who has money which he never earned and by virtue of which he holds a petty office and plays tyrant, has given the Brotherhood of Locomotive Firemen to understand, that should he, or any of his underlings wreak their revenge upon members of the Brotherhood, he, Webb, would not recognize its Grand Chief Executive officers, for the purpose of having justice done; in a word, H Walter Webb, acting for the New York Central and Hudson River R. R., places himself and his road on record in line with the policy of Austin Corbin.

There is no escape from the conclusion, that on the New York Central and Hudson River railroad the policy relating to the recognition of organizations of railroad employes for the purpose of protecting their members against outrages, is sharply defined. The declaration is, "we will discharge men at will, and for any cause whatever that may be assigned, or for no cause whatever that would bear investigation, and no organization shall interfere to remedy any wrong inflicted."

Taking this view of the case, of what importance is an organization of railway employes on the New York Central and Hudson River railroad in so far as the protection of its members from wrongs is concerned? Manifestly, the answer must be, that so far as H. Walter Webb can control such matters such organizations are shorn of their power and their mission is ended.

The facts as stated, have been brought out by the strike of the Knights of Labor, and warrant the full measure of denunciation contained in the declarations of the Supreme Council.

In conclusion, what of it all? This, the fight against organization of railroad employes is on. If labor is to win it must federate, combine. In the absence of this, defeat and degradation awaits the workingman.

A COLLISION between two passenger trains on the Monon, near Bedford, Ind., occurred August 3d, by which Arthur Byrne, an engineer, of New Albany, and George Kole, a fireman, both of the same train, were killed. On the other train the engineer, Bob Muir, and Lare Smith escaped with slight injuries. The trains were running about forty miles an hour; both engines were totally wrecked, and a report says, "Just under the high boiler of engine 24, lying alongside the boiler of the other engine, could be seen the foot of poor Kole, the fireman, and still deeper in the unsightly pile of bolts, bars and shattered timbers, hidden from sight, are the mutilated and crushed remains of engineer Byrne.

THE SAN FRANCISCO CONVENTION.

On Monday the 8th of September, 1890, the Second Biennial Convention of the Brotherhood of Locomotive Firemen convenes in San Francisco, California.

Up to 1886 the Brotherhood held annual conventions. As a consequence the laws enacted at one convention could scarcely more than go into effect, and while practically untried, agitation regarding amendment or repeal would begin, productive of constant unrest. In a large measure biennial sessions have been a remedy for such things, and laws going into operation are thoroughly tried and their wisdom or defects ascertained, enabling delegates to legislate prudently for future emergencies.

The choice of the city of San Francisco for the convention of 1890, though geographically at the extreme western boundary of the country, possesses so many attractions as to largely compensate for the extra travel and expense of reaching it.

To a vast majority of the delegates attending the convention, San Francisco and its immediate surroundings will be a revelation such as they have scarcely dreamed of. The journey across the country, particularly that part of it where the railroad tracks pass through canyons and gorges, wind around mountains and climb to their snow capped summits, will give to memories pleasure and delights, which will defy exaggeration. The scenery of the Rocky Mountains for grandeur, sublimity and beauty stands almost unrivalled, and in some regards has no parallel. The "Dome of the Continent," the "Royal Gorge," the "Gateway to the Garden of the Gods," "Castle Rock," the "Devil's Gate," "Echo Canyon," the "Devil's Slide," "Weber Canyon," and Salt Lake City are but a few of the attractions that await the eye of the voyager to San Francisco.

The approach to the city, as the trains wind their way down from the Sierra Nevada peaks, is a succession of surprises until the metropolis is reached and the Pacific Ocean spreading out before the enraptured vision, proclaims the journey ended.

But for those, who for the first time visit the City of the Golden Gate, there are other surprises in store scarcely less novel than those of the mountains. The city of fabulous fortunes, where gold, dust and nuggets, from placers and from the bowels of the mountains finds its way in a ceaseless tide to its marts, has created a civilization that has attracted adventurers from all nations, and where the pagans, whose fealty to filth horrifies all who behold their habitations, whose habits make them moral and physical lepers, and whose pigtailed pronounce them as certainly proof against American ideas of civilization and government, as Gibraltar would be to the attacks of the fleets of Lilliput, must of necessity be a real

wonderland. Nor is this all, but the delegates from the central portion of the continent will have an opportunity to view the ocean, the

"Glorious mirror where the Almighty's form
Glasses itself in tempests."

which once seen is never forgotten.

Taken all in all, we are satisfied that in selecting San Francisco, the Atlanta Convention performed an act which will receive the grateful acknowledgments of the delegates.

Again, the delegates will have an opportunity of seeing much of the great state of California, a sort of fairy land to thousands who have read of its products, gold and silver and wheat, its oranges and figs, its grapes and wine and its salubrious climate. It may not be all that fancy has painted it but we surmise there will be little adverse criticism in such regards and that not a few of the delegates will be so delighted with the Eldorado of America, the Italy of the West, that they will sigh for a longer sojourn than the convention permits.

At any rate at this writing the outlook is most agreeable, every prospect pleases, hopes beat high and faith is strong that the Convention will be one of the most harmonious, dignified and efficient that embellishes the history of the Order.

Of the Pacific states, including Utah, California has 4,202 miles of the 11,473 miles of their railroads, and as a consequence our Brotherhood is largely represented within her borders, a fact which supplies still another argument in favor of selecting the great metropolis of the state as the place for holding the convention.

As we have said, the Convention will convene on Monday, September 8th. The executive session will be held at I. O. B. B. Hall on Eddy street and the opening session will be called to order promptly at 8:30 o'clock Monday morning, September 8th. A public reception will be tendered the delegates at the Bijou Theatre on Market street, Monday afternoon, September 8th, at 2 o'clock. The programme of exercises includes addresses by His Excellency, R. W. Waterman, Governor of California; by His Honor, E. B. Pond, Mayor of San Francisco; by the Hon. Tom Fitch, of Nevada; by Brother D. J. Brown, of the B. of L. E.; by the Rev. R. Harcourt, of San Francisco, and by F. P. Sargent, Grand Master of the Brotherhood.

The Baldwin Hotel will be Grand Lodge headquarters, where rates have been secured at \$3.00 a day. Arrangements have been made with the San Francisco *Examiner* to publish full reports of the proceedings of the public reception and all other matters pertaining to the Convention which concern the public.

Some idea of the Convention may be had by the statement that 425 Lodges will be represented. That it will take time to get so large a body of men down to business is a forgone conclusion, but the Grand Master is noted for order and promptness, and there need be no misgivings when such questions are suggested.

It is understood that no diversions will be provided during the time the Convention is in session, but after final adjournment the committee of arrangements will see to it that the delegates and their wives will have no complaints to offer relating to entertainments, the purpose being to attend strictly to business first.

The Convention will be required to legislate upon matters of great importance to the Brotherhood, matters which will touch, in some regards, other organizations of railroad employes, and we feel assured the delegates will be animated by a purpose to make a record for the Order, which will not only maintain its high and advanced position but carry it forward to positions of still greater usefulness.

THE BIG FOUR SETTLEMENT.

The re-adjustment of the wages of railway employes, which for some time past has been a feature in railroad affairs, and is still going forward on numerous roads, has been most satisfactorily terminated on the Big Four system. The grievance committee, representing the Locomotive Firemen on the system, was made up of prudent and capable men, with first-class staying qualities. Their patience was equal to every emergency, and if there were delays in reaching a settlement, their effect was to increase the zeal of the committee to arrive at satisfactory results. The representatives of the firemen were courteously received by the officials of the system and demands treated in a business-like way, and as a consequence, wages were advanced. Some other matters of importance were attended to, showing conclusively, that wise councils prevailed.

After the schedules were agreed upon it was found that the average increase of pay of passenger firemen was 16 cents per 100 miles, and on freights 17½ cents per 100 miles. Under former arrangements switch firemen received \$1.45 a day of twelve hours. Under the present schedule the wages are \$1.80 a day of ten hours, an increase of 35 cents a day pay, with a reduction of two hours time; besides, they now receive 18 cents an hour for overtime.

In yards, classification has been abolished. Formerly, second class engineers received \$2.05 a day first year. They now receive \$2.75 for ten hours, with 27½ cents per hour, for overtime.

On the several roads embraced in the sys-

tem classification was modified to the extent that, whereas, under previous arrangements a man served from eighteen months to several years before full pay was secured and his wages were from one-half to three-fourths less than first-class pay, now, the pay is one-fourth cent less than first-class and after promotion he is required to run only one year at the reduced rate.

The fireman's pay for road, construction, wreck, work or coal trains to be 55 per cent. of engineer's pay, the fireman to have the right of representation on all investigations, and a fair trial involving infraction of rules or accidents, and a man is furnished to black front ends, and leave of absence is to be granted any man serving on committees.

Seniority is recognized in every particular; a matter of unquestioned importance, and the justice of which was conceded by the officials.

Another matter exhibiting a purpose on the part of the officials to deal justly with the firemen was to place them on an equal footing, in all regards, with the engineers.

The engineers, firemen, trainmen, switchmen and conductors, through their respective organizations, acting in harmony, contributed largely to the efficient work of the committee. No unjust demands were made, a fact which the officials of the system discovered, and which eliminated all unpleasant friction and resulted in uniform courtesy and respect on the part of the officials, when conferences took place between them and the committee. The schedule went into effect August 1st, and harmony reigns throughout the Big Four System.

In bringing this important work to a final and satisfactory conclusion too much credit cannot be given to the committee who had charge of it. Brother G. W. Miller, member of Lodge No. 14, was chairman of the Joint Board for Firemen, and Bro. John Harman, of Lodge No. 10, was Secretary. The committee was constituted as follows:

G. W. Miller, No. 14, Chairman.
John Harman, No. 10, Secretary.
T. F. Parker, No. 239.
M. Lautenschlager, No. 107.
G. W. Coen, No. 111.
D. O. Conners, No. 22.
W. H. Hill, No. 282.

But while we recognize the valuable services of the committee, we take great pleasure in recording the fact that they were fortunate in having to deal with officials, such as M. E. Ingalls, President; W. M. Greene, General Manager, and E. A. Peck, General Superintendent, of the Big Four system. These gentlemen were not only courteous, but were disposed to grant the demands of the committee, comprehending the fact that even handed justice to the men in their employ would prove fruitful of many and valuable compensations.

PROMISCUOUS STRIKING.

Tersely stated, a strike is not only a declaration of war, but is war. Here let it be understood that the various orders of railroad employes engaged in the train service of the country deprecate strikes. They hold that strikes should be the last resort. They believe, that as a general proposition, they can be avoided; that justice can be secured in a vast majority of cases without war—and, be it said to the credit of the organizations, that their laws do not contemplate strikes except as a last resort, when every means known to diplomacy has failed, and then only when rights, sharply defined and unquestionable, have been denied.

We desire to make such propositions clear, not only to the members of the various organizations, but to railroad corporations as well. It may seem to some paradoxical, but it is true, nevertheless, that while the organizations are organized to strike, as a last resort, they are also organized to exhaust every resource at their command to prevent strikes.

We are led to such reflections by an article in the *Switchmen's Journal* for August, in which an account of the "Illinois Central Strike" is given. The *Journal* points out the matter in controversy, which was the "removal of Superintendent Russell and the reinstatement of Trainmasters Berry and Pushie." In this case, the *Journal* says, "the management naturally asked for reasons which had led the men to demand the removal of Mr. Russell, and these the committee were utterly unable to furnish, and, that, too, after a delay of twenty-four hours." This is the case in a nut shell, and the *Journal* says, "This strike was a monstrous wrong, entered into blindly by some, recklessly by others and without regard for the laws of the organization," and, it should be added, without regard to the rights and interests of the Illinois Central, in fact, the "monstrous wrong," as the *Switchmen's Journal* justly characterizes the strike, relates, not only to the wrong done the railroad, but to the wrong done the organizations scandalously represented by some of the men engaged in the outrage.

The Brotherhood men, with weak protests, deliberately violated the laws of their respective organizations, and that they did make such protests only the more clearly defines their guilt. They knew they were doing wrong, and therefore, with their eyes wide open, they permitted themselves to cast odium upon their organizations.

The organizations of which they were members have well-defined laws relating to grievances. These laws were all shamefully ignored, and the men proceeded to formulate demands which they could not substantiate, and because they were not granted proceeded to "tie up the road" and inflict

incalculable losses, and the odium of such transactions falls upon the organizations, notwithstanding the wrong perpetrated is in defiance of the laws of such organizations.

We desire, in what we have to say in this matter, to be severely frank. There should be no subterfuges. We stand squarely by the law—its letter and spirit—and we would have every member of our organization do the same. If there are grievances to be adjusted, the laws of the Order point out the way to have them redressed. To violate the law, is itself a grievance, and should be punished with marked severity. Wrongs are not corrected by perpetrating wrongs, and we are greatly mistaken if the Brotherhood will much longer condone flagrant departures from its laws in such matters.

It frequently occurs that men who are not members of any organization, approach men who are members, with their grievance. They say in substance: "Here is a grievance—thus and so—if you will give us your help we can succeed," etc. Now, then, what is the simple duty of the Brotherhood man? Manifestly, it is to say, "If you want to discuss grievances with me, if you want to have the influence of the Brotherhood, join the Order; otherwise, paddle your own canoe. The Order of which I am a member has laws relating to grievances, and methods of procedure, and I am bound to recognize the binding force of such laws, and therefore cannot discuss grievances and strikes with you." Instead of this, the Brotherhood man ignores his Order, its laws and the obligations it imposes, and permits himself to say to the non-Brotherhood man, "Go ahead, we will stand by you." As a result such disgraceful strikes as that on the Illinois Central frequently occur, in which, while the organization is disgraced, the road suffers loss, all of which could have been avoided by a faithful adherence to the laws of the Order.

This *Magazine* is the advocate of justice—justice to the membership and justice to the corporation. The railroad company has rights, and the right is sacred wherever found. The Brotherhood of Locomotive Firemen has no law that is not based upon principles of right and justice; no law that countenances wrong doing. Its entire machinery is constructed to find the right and to eliminate the wrong. It makes no war upon railroad officials until it is demonstrated beyond all cavil that they will not concede righteous demands, and up to that point the Brotherhood proceeds in a way which challenges criticism.

It is easy to see if the various brotherhoods permit the membership to join in with non-brotherhood men to inaugurate strikes or to engage in strikes not sanctioned by the laws of the Order, confusion, disaster

and humiliation are inevitable. The Order at once, and deservedly, loses caste, forfeits confidence, and may be justly regarded as a public enemy, whereas, by an unwavering adherence to the laws its movements win approval, and it is accounted a public blessing.

As we have intimated, we do not believe the Brotherhood of Locomotive Firemen will much longer condone illegal methods of presenting grievances or helping men to engage in such strikes as that on the Illinois Central and many others now occurring all too frequently for anybody's good. Nor should we be surprised if the laws are so changed as to visit upon those who thus engage in unlawful strikes, the penalty of expulsion. The question is becoming a serious one, and demands robust treatment.

THE FIRST STRIKE.

A friend has handed us the following historical item, captioned, "The First Strike," which those who sigh for the past, will find interesting:

The way in which the first strike, recorded in history (that of 1350) was disposed of by Edward III., is a curious illustration of the temper and ideas of the age. Workmen of all classes having deserted their employments, and labor being at a standstill throughout England the king promulgated the famous "statute of labor," enacting that every man or woman, whether free or bond, within the age of threescore, not having landed property, or other means of livelihood, should be bound to work for any employer requiring the labor, at the ancient rate of wages; that no combination among workmen should be permitted, and that all artificers, servants and laborers refusing to serve, or even venturing to leave the town or district to which they belonged, should be punished by fine, imprisonment, or the stocks! Henry VIII. was equally summary. One clause of his ordinance on the subject being well worth quoting, as showing how "tramps" were dealt with in those days: "The first time they be found so begging they shall be soundly scourged for a public example; the second time, their ears shall be cut off; and the third, they shall ineffectually be put to death." A third strike, also unsuccessful, occurred in 1600-01, under William III., owing to the lowering of the "good wages" of the clothing trade (then twenty-five cents a day) by the emigration of Huguenot workmen from France, who represented the Chinese cheap labor of that period. A verse is still extant from one of the songs in which the strikers vented their discontent:

"We'll make 'em work for sixpence (twelve cents a day).

Though a shilling is what we should rightly pay;
If at this they should grumble, and say 'tis too small.
Will bid 'em choose whether they'll work at all.

During the last 500 years, working men have advanced somewhat in England, as Mr. Gladstone has pointed out. The crown and the scepter no longer determines the condition of workmen in old England. Strange, but not more strange than true, there are Edwards, Henries and Williams in the United States, who are seeking to emulate the old autocrats and degrade workmen, but thanks to organization and federation their power is growing smaller by degrees and cheerily less every day.

UNION MEETINGS AND GRAND OFFICERS.

We desire to say to our brothers of the Order that from this time forward we can not attend union meetings, from the simple fact that the business of the office of Grand Secretary and Treasurer, and the demands of the *Magazine* absolutely forbid, however gratifying it would be to us to be present. Occasionally, and at great sacrifice, we have attended union meetings, and this fact has naturally led to the conclusion that we could attend all; as that would be impossible, and as we have said, to attend any of the meetings requires the neglect of important business, we must, in future, decline all invitations, unless some question arises imperatively demanding our presence.

Grand Master Sargent is frequently required to respond to calls connected with grievances, which must have precedence over all other demands upon his time, and this fact has repeatedly led to disappointments in attending union meetings, a matter which he regrets, but for which there is no remedy.

In the case of Brother Hannahan, he has been in demand at widely separated points to organize Lodges, and has been compelled to forego the pleasure of attending union meetings on that account.

These frank statements are made for the purpose of informing the members that in calling union meetings they must expect the attendance of Brothers Sargent and Hannahan only when other and imperative duties will permit, and to understand that only such duties will prevent their attendance. As for ourself, our brothers must not expect us at all, as every available hour of our time is required to perform the exacting duties of our office.

THE BROTHERHOOD OF TELEGRAPHERS.

The Brotherhood of Telegraphers, we are glad to know, is prospering and constantly adding new lodges. It has started out right and is certain to achieve success. Protection is the shibboleth of all organizations of workmen, and the Brotherhood of Telegraphers having adopted protection, is in an alliance with every other order, that is animated by that battle cry. The members of the Brotherhood of Locomotive Firemen can, in many ways, promote the interests of the Telegraphers, particularly by urging all operators with whom they come in contact, to join the Order. Those desiring information upon the subject of organization should address E. L. Randall, 1718 Tracy avenue, Kansas City, Mo., or by writing to J. S. Morris, Grand Secretary and Treasurer, 875 Fulton street, Chicago.

RAILROAD business must be booming. One car building company in Pennsylvania has orders ahead for 25,000 freight cars.

CALIFORNIA'S BIRTHDAY CELEBRATION.

Forty years ago California was admitted into the Union, and these Native Sons of the Golden West, propose to celebrate the fortieth anniversary of the event, in splendid style, as will be seen by the following circular:

JOINT COMMITTEE OF ARRANGEMENTS, N. S. G. W.

ADMISSION DAY CELEBRATION.

Headquarters: Grand Hotel.

W. H. Chamberlain, Chairman.

W. H. Metson, Vice-Chairman.

R. P. Doolan, Secretary.

J. P. Dockery, Treasurer.

Press Committee, Headquarters, Grand Hotel.

The arrangements for the celebration of Admission Day in San Francisco, on September 6th, 7th, 8th, 9th and 10th next, are assuming definite shape and the fortieth anniversary of the State's admission into the Union, will be celebrated in a fitting manner, the Native Sons of the Golden West having entered upon the work in a manner that precludes the possibility of anything but success crowning their efforts. The various subordinate committees have made reports to the Joint Committee which indicate that the celebrations of the Grand Army of the Republic and the Knights Templar held in San Francisco, will be surpassed on Admission Day. It is the first time in the history of the State, that an attempt has been made to celebrate California's birthday on such an elaborate scale. Native Sons from every section of the State will attend, bringing with them their friends and relatives to enjoy the various entertainments that will be provided during the first and second weeks of September. The event will be long remembered by all who participate, as an appropriate and worthy commemoration of the fortieth anniversary of the admission of California into the Union.

The city will be artistically decorated by experienced decorators and contracts for the building of the triumphal arches will soon be let. The city will don the gayest garb it has ever worn, the sum of \$10,000 having already been appropriated for decorative purposes.

It is expected that nearly \$100,000 will be expended in the proper observance of the day, which amount is already assured.

The different Parlors will have headquarters throughout the city, where visitors will be royally entertained. Beside the decoration of the city, the Mechanics' Pavilion will be gorgeously adorned. The grand ball will be held in the Pavilion, admission to which will be strictly by invitation.

September 8th having been declared a legal holiday, will give many additional persons an opportunity of enjoying the five days' celebration. Excursion trains will run from all parts of the State and the attendance in San Francisco will be very large.

Arrangements have been already made with the proprietors and managers of all the principal hotels, lodging houses and restaurants insuring to all visitors the usual and in many instances *reduced prices for board and lodging*. A Committee on Hotels and Accommodations has already been appointed, and it is now ready to arrange for the accommodation of visitors.

The arrangements for the entertainment of the guests, so far as completed, indicate that the celebration will be the greatest event of such character in the history of the State. The various committees in charge are working zealously and many novel features will be provided throughout the demonstration.

The festivities will commence on Saturday evening, September 6th, by a magnificent display of fireworks, music and competitive drills by the various corps in the Order, in Union Square, which will be handsomely decorated for the occasion.

Sunday, the 7th, will be a day of rest preparatory to the festival days following. Sunday morning special services will be held in all of the churches in honor

of California's anniversary, and in the afternoon a grand sacred concert will be given in Golden Gate Park, for which a special programme will be arranged, and excellent music discoursed.

Monday, September 8th, will be devoted to an exchange of fraternal courtesies by the members of the different Parlors with their friends, and a general welcome to all visitors. In the evening a grand promenade concert will be held in the Pavilion, and everybody given an opportunity of reviewing the pleasing sights. Music will be provided for the entire evening.

Tuesday, September 9th (Admission Day) will witness the great parade, which will be, without exception, the most magnificent and gorgeous demonstration in the history of the State. At the conclusion of the parade, literary exercises will be held in the Grand Opera House, and an interesting programme offered.

The different Parlors will also entertain visitors on that day. A grand rowing regatta will also be held in the afternoon. In the evening the grand ball will be held at the Pavilion and there will also be a grand display of fireworks.

Wednesday, September 10th, excursions around the bay will bring the celebration of Admission Day to a fitting close. For the excursion it is expected to secure three large ocean steamers to convey the visitors to the different points of interest.

The above is a correct outline of events to happen during the celebration, so far as determined by the committees in charge. Other interesting features will also be provided.

Special provisions will be made to entertain the Press of the State. It is desired that every newspaper man in the State shall attend, that he may obtain an adequate idea of the grand purposes of the fraternity as one designed to add to the material and moral advancement of the State, and to perpetuate the memories of the men and events that have made California historic in the annals of the world. A headquarters will be established, of which information will be furnished later, where visiting newspaper men will be cordially received. All necessary materials for correspondence and other press work will be provided, and it is expected that the visiting journalists will avail themselves of these conveniences to the fullest extent. The members of the Press Committee will also provide special entertainment for their guests, during the entire celebration.

We earnestly request you to publish such parts of the above circular as your circumstances will permit, for the general good of the cause. Trusting that you will accept the hospitality offered by the committee, we remain

Yours respectfully,

JOHN T. GREANY, Chairman
G. GUNZENDORFER,
JAMES COAKLEY,
DANIEL SUTER,
R. M. FITZGERALD,

} Press Committee.

It will be observed that most of the imposing features of the celebration will occur while the convention of the Firemen's Brotherhood is in session, and that they are of a character to add indefinitely to the pleasure of the sojourn in San Francisco goes without saying.

WE are under obligations to Messrs. H. V. and H. W. Poor for a copy of the "Introduction to Poor's *Manual of the Railroads of the United States for 1890*." It is shown that the length of track laid, up to December 31, 1889, was 161,396.64 miles. The liabilities of these roads are stated at \$9,931,453,146 and their assets at \$16,205,493,050, the excess of assets over liabilities being \$274,039,904. Poor's *Manual* is now accepted as the highest railroad authority in the country.

DR. LYMAN ABBOTT, in the *Century* says, that "politically America is a democracy; industrially America is an aristocracy. The community which allows the laborer to determine the destinies of the nation, allows him no voice in determining the nature or the profits of his own industry. He makes political laws, he is under industrial laws. At the ballot box he is king; in the factory he is a servant, sometimes a slave. Men who make legislators, governors, judges, presidents, are not allowed to determine how many hours a day they will work, and are able to determine what wages they shall receive only by organizing into an unarmed militia to preserve that right. The community at the same moment puts a ballot into the hand, and a manacle upon it. We must either take the ballot out or the manacle off." Well, it is settled that the ballot will not be taken out of "the hand," and the time is near when the manacles will fall from the hands of labor. The struggle is on. Workingmen are preparing to solve the problems Dr. Abbott submits for their consideration. The "aristocracy of America" makes a sad mistake if it supposes it will be forever in the ascendancy, and that it will be able to effectually manacle "Industrial America." It is not so written—such is not the decree. The world can get along amazingly well without an aristocracy, but without industry, it would stand still.

It was thought by many that Abraham Lincoln moved slowly in the matter of issuing his proclamation that made the American negro slave a free man. It was not so; Lincoln simply waited until the country was ripe for the proclamation, then it came. It may be surmised by the "American aristocracy" that the workingmen are progressing slowly, or not at all, that they are too abject to resist manacles, that they will accept degradation and glory in their debased condition. It will be well if the American aristocracy, reconstruct their theories. At present those who oppress, defraud and degrade labor, bank upon the beligerent attitude of workingmen towards each other, but every year brings them into more harmonious relations. Organization is going gradually forward. Educational advancement is everywhere observed in the ranks of labor. After organization comes federation, and then victory—indeed, federation is victory. The federated hosts of labor, the "unarmed militia" will determine in the near future how many hours shall constitute a day's work, and what the wages shall be. They will determine what laws shall stand on the statute books, and who shall administer them. Then the workingman will not be a "slave in the factory," while being "king at the ballot box." Things are moving in the right direction, and Labor's millennium is dawning.

THE Indianapolis *Labor Signal* of June 27, has the following, constituting a part of an interview with P. M. Arthur, Grand Chief of the Brotherhood of Locomotive Engineers:

"You have been opposed to federation, have you not?" he was asked.

"Yes, I have always been opposed to such a move and all the brotherhoods know it, for I am not ashamed to tell it. After having been organized for twenty-seven years and having accomplished so much alone I do not believe the Brotherhood should federate. The differences of interest cannot be harmonized, and the Brotherhood can succeed better in my opinion, alone. Does the Brotherhood ever strike? Yes; that is a right every labor organization must reserve as the last resort after every honorable step has been taken to settle the differences. We believe in arbitration, but we have had four strikes in the history of our organization. We have at times co-operated with the firemen, and are perfectly willing to do the same now, for they are very close to us."

Mr. Arthur always avoids reciting facts, which, were he to state them, would at once place him *hors de combat*. In response to a query, "you have been opposed to federation, have you not?" he would be required to say. O, yes, when with Chauncey M. Depew, but when dealing with President Barnard, of the O. & M., "I am in favor of it. I am in favor of federation when it will be of service to the engineers, but opposed to it when any other class of railroad employes are benefitted by it; then I say, "mind your own business."

"Did you advise federation in the settlement of troubles on the Q. & C. and on the O. & M.?"

Well, yes. I suppose I did. You see on the O. & M., the engineers and firemen had a grievance. Mr. Barnard, the president, wouldn't recognize me officially, nor would he settle the grievance. Then I acted in concert with the Supreme Council of the Federated Orders, the firemen, conductors, trainmen and switchmen, and the engineers and firemen won the case. As I said, I'm for federation when the engineers have a grievance, on such occasions I think switchmen, brakemen, conductors and firemen are well enough, but when any of these men have a grievance, I tell them to mind their own business."

On September 15th the Brotherhood of Railway Conductors will hold their first annual Convention at Toledo. The meeting will be a notable affair. The organization though in its infancy, has had phenomenal growth, and nearly a hundred delegates are expected to participate in the deliberations of the convention.

We are under obligation to Henry C. Adams, Esq., statistician of the Interstate Commerce Commission, for an advance copy of the second annual report of the Statistics of Railways in the United States. The report is of great value.

MR. OTTO PELTZER contributes many excellent sayings to the columns of the *Chicago Rights of Labor*, among which is the following:

With all that has been said about the frauds and abuses of stock watering, the practice goes on unchecked and a fresh transaction of the sort of large proportions is just reported from Kansas. The municipalities in that state which subscribed to the stocks of the Chicago, Kansas & Nebraska Railroad are now resisting the foreclosure of a mortgage on the company. The municipalities claim their subscriptions were investments, not gifts, and they demand that the proceeds of sales of stock and bonds be used in paying corporate debts. It is claimed that the cost of the road will not exceed \$10,000,000.00 while the company has issued stock to the value of \$30,000,000.00 and sold \$25,000,000.00 worth of first mortgage bonds. The road is thus capitalized for \$45,000,000.00 more than it cost to construct its line, a capitalization five times greater than the money invested. For every dollar justly paid by shippers four must be extorted from them for return on bogus capital. Rates cannot be reduced because the holders of fictitious stocks and bonds want interest and dividends on pretended capital never actually invested. The people continue without complaint to pay hundreds of millions annually to supply undue and illegitimate profits on pretended investments.

The foregoing tells the whole story—a story of robbery pure and simple, and yet such infamies are not only practiced continually, but are protected by the courts. To pay dividends upon water, labor must suffer. Labor has suffered long and patiently. It is now becoming restive. It has discovered the fraud and proposes in due time to apply a remedy. Dividends upon water will have to cease. In the wide world there is nothing in the way of scoundrelism equal to watered stocks and nothing better calculated to bring legislation and law, courts and judges into contempt.

Again Mr. Peltzer in discussing capital and labor introduces an address of Mr. Robert Linblom, a wealthy man, delivered before the delegates of the National Board of Trade as follows:

"I say that every fair-minded man must admit the right of the workingman to wish for a change and the right to agitate a change so long as they do not trample upon the rights of other men. Laboring hard from one year to the other, depending for bare subsistence often upon the whims of other men, full of anxiety day and night for the fate of those depending upon him, unable with all his efforts to provide for the future—is it to be wondered at, I say, that when this man looks at other men who know no more than he, who work no more than he, who spend more money in one week than he earns in a year, that he should say to himself and his fellows: 'There is something wrong about this. Let us find out where it is, and, when found, let us try to arrange it so that every man who is willing to work, who is able to work, shall have a share in the accumulations in proportion to his mental and physical ability to produce these accumulations called wealth. Let us arrange it, they would naturally say, so that when two men work together one shall not take all the accumulations, but so that each gets a fair proportion according to the labor and the capital contributed. Is there anything unnatural about the desire of the laboring men for this change? Put yourselves in their places and your answer will be, No! It is natural, it is proper that they should agitate for it, provided they do it lawfully or as lawfully as it can be done.'"

In concluding his most convincing argument he says:

"Look where you may and on every side, in every department of industry, you find these fictitious representatives of capital permeating the whole industrial fabric and like cancers destroying the life of the great industrial body."

"The system is not only mischievous in its effects upon the economic welfare of the body politic, but it is mischievous in its influence upon the morals of society. It puts the stamp of respectability upon fraud when successfully carried out and blunts the moral sense of business men until they are unable to distinguish between right and wrong."

"In pursuance to my arguments I beg to offer the following resolutions:

WHEREAS, Capital is accumulated labor and accumulation the result of industry and intelligence, and,

WHEREAS, Capital has the same, but no more, rights than labor, therefore, be it

Resolved, That the issue of fictitious certificates of labor to capitalists is dishonest as would be the issue of fraudulent certificates of labor to laborers.

Resolved, That equity, fairness and common honesty demands that all issues of stocks and bonds should represent the actual capital invested and no more.

Resolved, That so-called watering of stocks should be made a criminal offense by law, and the law enforced.

Such declarations demonstrate the cheering fact that men of thought outside of the ranks of labor, are coming to the rescue. They see that a storm is brewing and that there must be a reign of right inaugurated for the good of all.

We have received No. 1, Vol. 1 of *United Labor*, published at Denver, Col., under the editorial control of James H. Cater, Esq. As the name implies, *United Labor* will be devoted to advancing the interests of organized workmen, in every department of labor, and in Mr. Cater workmen have a fearless but discreet champion of their interests. A born orator, his most eloquent periods are cogent arguments, and as a writer his quick comprehension of the needs of the times, enables him to present them, in a way to rivet conviction. In his salutatory Mr. Cater refers to the fact that "workmen united, are simply invincible" and adds:

With concerted action and united sentiment the workers are masters of the situation. The great reforms that have been effected demonstrates this proposition. The greater reforms that are to be wrought indicate the need of still closer union among the producing classes, and the utilizing of all the proper machinery obtainable to achieve the great work that the various labor unions have undertaken to perform.

The *Magazine* wishes *United Labor* all the success its brilliant editor can wish. There are places for more labor Journals. The field is wide and inviting, and we recognize in Mr. Cater a man with the required capabilities to make his paper one of the best in the country.

TALKING of horse power, it is stated that the sun raises 37,000,000,000 tons of water a minute from the earth. In this connection, it is estimated that 12,000,000,000 tons of coal would be required to duplicate the heat of the sun. Just what such estimates are worth to the world we do not pretend to say.

GEORGE B. GRANT, in the *American Machinist* has some generous words for the Pullman car porter. He says, "the porter is expected by the car company to bleed the public or go without his pay, and he generally earns what little he gets by work that is not particularly heavy, but which must be unusually wearing. For example, I noticed once that the porter that left Minneapolis with me was still on duty twenty-four hours afterwards as we neared St. Louis, and in reply to my inquiry, he said that was his usual run. 'I get so tired that I go to sleep while eating my supper. I have to be off early to-morrow morning, but I get a short day, as I get through at ten at night.' I suppose the company favored the poor man with a short day's work of sixteen hours, in consideration of the fact that he had had twenty-four hours steady the day before. I did not grudge the quarter that man got for blacking my boots and answering a couple score of questions." The Pullman car company is very rich. Prince Pullman has several palaces, even his private car is constructed with oriental splendor. His wealth mounts into the millions and it is this man who requires the car porter, says Mr. Grant, "to bleed the public or go without his pay." It would be difficult to paint a more repulsive picture. It is organized robbery. The Pullman porter works for Pullman and bleeds Pullman's patrons for his pay. There may be meaner men in Hades, but it would be difficult to find a more venal wretch outside of that widely advertised locality.

JOHN Chinaman isn't regarded the pink of perfection in the United States, but at home, John has some traits, if they could be universally adopted, would be of advantage. In trading with foreigners, John pays cash, but among themselves they have the credit system. "They are," says one who knows, "proverbially honest in all their dealings, and will closely adhere to a bargain, even if doing so should entail a loss on them. There are no bankrupt laws in China, but debtors are liable to corporal punishment from their creditors. It is considered a disgrace not to pay debts, and there is a sort of national custom in conformity with which accounts are paid up at New Year's day (in February). The effect of this arrangement for settlement of money matters is that there is never anything like a commercial panic in China." Sticking to a bargain though it entail a loss is a good idea, but granting the creditor the privilege of licking the debtor, is too Whitecapish for this country.

A BIG fight is in progress between the Wagner and Pullman sleeping car companies. So far the porters are not in, and the "tip business," is as profitable as ever.

THE way it works in New England is told by the *New York Standard* as follows:

A New England cotton manufacturer, who has large works, was talking recently with one of my acquaintances on the question of ballot reform. This master of men did not feel any too comfortable at the thought of a change in methods. Things as they are please him well enough. He said: "They have ballots now that are supposed to be got up so that no one can tell how a man votes. But we get around that. No man in my employ votes more than once against my interests. I'm around about election times. I sit on the platform at meetings and I know who are present. I know, too, how things are going on election day. When a ballot falls into the urn we know who puts it there and know what ticket it is. We've got to look out for our interests. This infernal free trade racket of last fall cost me more than ten thousand dollars. I'll tell you, Phil, there's nothing for keeping workmen in their places like a good strong monarchy."

The *Standard* has a national reputation for telling the truth, and we invite workingmen to read the foregoing paragraph and then ask themselves, if from the days of the helots, there ever existed a more damnable slavery than the "New England Manufacturer" discloses? The "good strong monarchy" which the New Englander so much desires, is coming as certainly as that rivers flow to the sea; with all the crushing, degrading appliances of a "good strong monarchy," if workmen do not organize and federate to crush out the last lingering hope of monarchists.

HIGH authority says that the best summer drink ever discovered is made by putting two spoonfuls of oat meal into a tumbler of water. It is further said that this drink is far more strengthening to sustain the toiler through continued exertion amid a high temperature than the stimulating beers and ales which are frequently, and in some places customarily, resorted to by men in these occupations; while it matters not what heat the workmen must undergo, he may consume any desired quantity of the oatmeal water without any injurious consequence whatever. A little over half a pound of oatmeal to a gallon of water makes this most excellent beverage, which the more temperate among foreign iron workers greatly use, and which they assert much surpasses, as a regular drink, all that can be found in ale, beer, or porter, even as regards those particular qualities for which the latter are used by men whose daily employment is in an overheated atmosphere.

A TRAIN on the the Atchison, Topeka & Santa Fé, of thirty-eight cars laden with silk, wine, oil, sealskins and tea, valued at a half million of dollars, caught fire and the entire train was in danger, but was saved by the liberal use of wine and silks as extinguishers. Rich wines and fine silks did the business.

THE American Federation of Labor claims a membership of 750,000.

THE MAN AND THE HORSE.

The London, Eng., *Labor Elector* contains the following dialogue which shows the drift of economic views on the part of those who buy horses and employ men:

Passenger In a London Omnibus—How long have these horses been on?

Conductor—This is their second journey.

Passenger—And how many journeys do they make in a day?

Conductor—Two: sixteen miles a day. On some lines the two journeys are only fourteen miles.

Passenger—And when will they come out again?

Conductor—Not until 2 o'clock to-morrow morning. There's eight horses to this 'ere 'bus, and they takes turn about, the heavy trips one day and the light ones the next.

Passenger—And all the other hours they rest?

Conductor—Yes, Sir. Ah, the company takes care of their horses, that they do.

Passenger—The horses are better cared for than the men.

Conductor—You may well say that, sir, but the horses cost money, and when you have worn out one you have got to buy another, but when you've worn out a man, you can get another for nothing.

The foregoing illustrates a universal practice; one that will be continued until workmen have the independence and courage to change it. The employers view is, that the horse, mule and ass, not man, were made "a little lower than the angels."

KEMMLER AND ELECTRICITY.

The *American Machinist* says:

A great many people and a great many newspapers are at present indulging in hysterics of the most violent type over the alleged failure and the awful cruelty of the execution of Kemmler by electricity. And yet it seems very clear that there was no cruelty more than is inherent in any execution, except so far as the effect of this one upon the spectators was cruel, and that was undoubtedly the result of gross bungling. So far as Kemmler was concerned, he was a base wretch, who showed no mercy for the defenseless woman whom he murdered. Nevertheless, as to whether or not the state is justified in putting such animals to death by any method is a debatable question. Assuming that such a right exists, it is still debatable as to which is the best method. We have never claimed, nor do we now claim, that execution by electricity is preferable to any other, but we have protested, and still do protest, against the evident effort to increase the mystery surrounding the subject, and to make it appear that no one knows whether or not electricity will kill.

The miserable wretch, Kemmler by his monstrous crime, and, as Josh Billings would say, by the dampfoolism of slobbering cranks, in law and literature, gained a world wide notoriety, when he should have been quietly and expeditiously "removed," as if he had been a mad dog, a rattlesnake or any other venomous reptile. There is not a man on the continent, from the President down, throughout all the ranks of the great and good—scientists, philanthropists, explorers, educators, divines and statesmen, whose achievements in their chosen fields of labor and investigation, had they died, would have commanded a tithe of the notoriety that has been given to Kemmler, the ignorant murderous animal, who was killed by electricity in the Auburn prison and the humiliating fact, say what we may, permits the thought-

ful minority, to estimate correctly the coarseness, the vulgarity, if not the beastliness of the great majority and tells all too plainly that this majority, including high and low, from palace and slum, relish with peculiar zest, hangings, prize fights, dog fights, bull fights, cock fights—all things bloody and disgusting. If Kemmler had been executed in public, multiplied thousands would have been present to witness the tragedy and though nominally secret the press managed to secure all the repulsive details which the great public devoured with depraved gratification.

In view of such facts, what becomes of the stereotyped boast that our civilization is pre-eminently christian? In such things there is food for reflection. The civilizing agencies employed don't civilize to the extent desired, nor indeed to the extent claimed—our civilization is largely material. It estimates horse-power, rather than heaven-power. It is a money civilization. God is pushed aside for gold. On the surface it is pleasing enough, but just below the surface are forces which when let loose demonstrate that the age of sham, pretense and hypocrisy has not passed away.

GROWTH OF OUR MEMBERSHIP.

The increase of the membership of the Brotherhood of Locomotive Firemen is not only phenomenal, but in all regards healthful. Locomotive firemen, never in the history of the Order, have given to the subject of membership the critical study of accruing advantages they are now bestowing upon it. As a result, the membership for the quarter, ending July 31st, 1890, increased 815 over and above all losses by deaths, withdrawals and expulsion, or, at the rate of 3,260, net for the year. That our healthy and wise system of insurance has had a mighty influence we do not doubt, and in addition, firemen recognize the fact, that the Order is courageous, progressive and aggressive and that it stands for the right.

ACCORDING to the latest revised estimates China has a population of 450,000,000. In two provinces of Kiang, having an area of 90,000 square miles, the population is set down at 80,000,000, or 888 to the square mile. No wonder rats are scarce in the Kiang provinces.

A LADY, who has been bitten by dogs, snakes and a weasel, writing to the *New York Tribune*, says, a cure was effected in every case, by the application of salt and vinegar. A little more vinegar than salt. Worth trying.

THE *Switchmen's Journal* for August does itself eminent credit by the way it points out the scandalous proceedings of the strikers on the Illinois Central.

THE following resolutions, adopted by railway organizations at union meetings are being forwarded to congress:

Resolved, That it is the sense of this meeting, composed of the representatives of the undersigned railway organizations, that we deem it our duty to do all in our power to have our various secretaries of the different organizations communicate with the members of Congress who represent the district in which said orders of railway trainmen or their branches are located demanding their vote to defeat the bill now pending before Congress relative to arbitration, for the reason that said bill is contrary to principles of a free government, and be it further

Resolved, That said secretaries notify the United States Senators who represent the states in which said orders are located that it is the desire of the members thereof that such Senators support the bill introduced by Senator George, of Mississippi. In regard to the liability of railway companies in case of injury to an employé; also the bill providing for the application of the safety couplers and power-brakes on all railway rolling stock, as a means of safety to the employes thereof.

A GOOD story is told of an engineer down in Maine who saw a man on the track waving his hand at him a few days ago, and, his mind filled with the possibility of impending danger, stopped the train. Every one was in a high state of excitement, but the man coolly boarded the smoking car without uttering a word. He looked as if he had not traveled far from his native heath, and, on being questioned, said: "Wal, I just waved my hand because I wanted to get on the keers. I'm going ter Wells, and I never been on the keers before." He spoke, it is said, with an unmistakable air of innocence, and raised such a flood of good nature that the conductor silently took his fare, and when he landed at Wells he was loudly cheered in honor of his first ride.

IN various localities great efforts are being made by the enemies of the federation of organizations, as represented by the Supreme Council, to inaugurate "local federation." The *Switchmen's Journal* refers to the receipt of such articles of federation, and as they purport to come from Representatives of the local Lodges of the B. of L. E., B. of L. F., B. of R. T., B. of R. C. and S. M. A. A., pronounces them "frauds," and says: "The S. M. A. A. was not represented at any of these meetings, neither were the Firemen, Conductors or Trainmen. No Lodge of this Association is interested in any plan of local federation."

WE notice that Mr. James J. Creamer, G. M. M., has become Editor of the *Journal* of the National Association of Machinists, published at Richmond, Va. We notice that the order has one hundred and four Lodges, and is making steady advancement.

AN Indianapolis master mechanic, is of the opinion that the electric headlight for locomotives, should be generally adopted.

MRS. NELLIE BLOOM's poetical gem, "My Mother," embellishes the Woman's department of this issue of the *Magazine*. Mrs. Bloom is entitled to the encomiastic remark that she writes better as she grows older, if, indeed, poets ever grow old. Her contributions would indicate that with the flight of years, she renews her youth. Hope so.

JOHN A. HALL, Esq., ex-Grand Organizer of the S. M. A. A., is now editor of the *Switchmen's Journal*. It may be a little trite to say that he is "the right man in the right place," but it is always in order to tell the truth, and some sayings like the one we have quoted, as the years go by renew their youth and vigor as truth tellers and no apology is required for putting them on the stand.

THE *Switchmen's Journal* not only has a new editor, but a brand new dress, from foundation to dome and still it is the same unrelenting foe of the oppressors of labor, that it was when it was Vol. 1, No. 1. The *Magazine* wishes its lusty contemporary continued success.

For the fiscal year, ending June 30, 1890, our Uncle Samuel raked in taxes amounting to \$81,687,375 for spirits, \$33,958,991 for tobacco, and on fermented liquors \$26,008,534, a total of \$141,654,900, and an increase over the preceding year of \$11,751,997.

THE annual convention of the S. M. A. A. will be held this year in Buffalo, commencing September 15. A large attendance is expected, and questions of great importance will be discussed.

THE New York Central has put in service its new ten-wheeled passenger engines, and they get over the road at the rate of a mile a minute.

BARNUM's elephants don't check their trunks when they travel.

SWITCHMEN declare they can't live on the hind legs of railroad frogs.

WE have on our table the *Nationalist* for August, the leading article being "Social Transition," by John Orvis. The writer is confident the transition is now rapidly going forward and that Bellamy's Utopia is already in sight. "Practical Nationalism in Chicago," by Charles F. Weeks, contains facts well calculated to set men to thinking, if not about Nationalism, at least about municipal reform in many things which are now sources of vexation.

After reading a book which was sent us from New York a few days since, we can not refrain from calling the attention of our readers to the advertisement of the *Cactus Blood Cure*, which appears on another page. From the testimony of the large numbers who have been cured of blood troubles, including scrofula, rheumatism, skin affections and blood taints of every description, we are satisfied that it will do just what it is claimed to do in the advertisement, and we judge that any who are troubled with any of the affections mentioned can not do better than write the company and get the medicine. At least don't fail to send for the book.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month.

A MINER IN HIS STUDY.

Listening to the song of the perfumed pine,
Near my cabin in the soft wind blowing,
Or watching the glories of the sun's decline,
That blushed all the peaks in its glowing,
"It's the memories of the day," my heart had said,
"Like a pure life's thoughts before it fled."

I've heard the shriek of the torrent's roar,
In its anger, the chasm leaping,
And saw the forked-light in my cabin door,
As the sun from the gloom was peeping
"Like a ray of hope, when the end is nigh,
From the soul's despair," in my heart thought I.

Dreamily under the aspen shade,
Watching its trembling leaf
Make dancing shadows that quickly fade,
Like the sobs of childhood's grief;
I marvel that life is much of this,
With its lines of sorrow and smiles of bliss.

The storm, the shadow, the sunset's glow,
The birth of day down the cañon stealing,
The bright warm sun and the drifting snow,
Shapes all my thoughts and feeling;
And the yellow dust holding fast in my pan,
Is the cherished hope of a manly man.

Tim Fagan.

Federation.

MR. [EDITOR:—I will state in the outset that I am not a member of the B. of L. F. nor of any other labor organization. Why I am not is because my term of service does not render me eligible for membership, but as I have as much sympathy for firemen as any one connected with their Brotherhood, I trust I may be permitted to say something on the subject of federation, through the columns of your Magazine.

I am ready at any time to contribute to any project that may be for the good of the Brotherhood. I am aware that I am to-day enjoying the benefits of a salary that was established through the efficacy of the philanthropic Brothers who have preceded me in the service, and I trust I may be able to accomplish, or help to accomplish, some good when I have become a member, for those who may succeed me in the service.

This subject of federation has been discussed by men of a life experience in the railway service, and whose judgments are too mature to commit serious errors.

What we non-members wish to say is, that we are anxiously awaiting the time when we may be permitted to swell the ranks of this, the grandest and bravest army of honest working men that ever existed. You have fought the good fight. You have kept the faith and when you have finished your course, have ended the hardships and reverses of a life of indigence and toil, we shall twine the wreath of memory about your sepulcher and teach our children to appreciate you as the noblest benefactors of your race.

The hardships and privations you underwent, the disdain and insults that were offered you by the merciless aristocrats of wealth in your attempts to obtain a living compensation for your services, would, without a word from my feeble pen, enshrine you forever in the hearts of my successors. You have gone before and prepared us a place: you have made our path straight: you have established the signals of danger at every point where our enemy is lying in wait for us; you have erected fortifications behind which we may protect our interests:

you have established a government for us to which we give the oath of allegiance and pledge our lives in defense of its constitution. We shall exemplify your course, and whenever the hand of oppression falls without justice and without mercy upon us, we shall do as you have ever done, battle for the right until our bodies go down to the grave. Whenever the cries of our little ones for bread constrain us to accept the terms of injustice, we will not recognize subordination, but will live in hope that justice shall triumph. He who battles for the right cannot be conquered in spirit. We shall be buoyed with the hopes that the recruits and reinforcements offered through federation, will equip us with the power to trample the nefarious schemes of our oppressors under our feet and while we are thus subjugated, federation will brand upon the oppressor's brow:
Sic semper tyrannis.

"A house divided against itself cannot stand." We are virtually divided. We are all laboring in one common field, and if an enemy attacks a brother across the way we are by a set of fixed rules and principles rendered powerless to assist him; and the forces or fortifications of our brothers are so weak that we stand only to mark their defeat, which greatly reduces our confidence in our own power to defeat them should they ever attack us. And we must feel that if the enemy was strong enough to conquer them, he will be strong enough to conquer us; and just so the enemy looks at it.

There have been some poor, narrow-minded O. R. C. and B. of L. E. men who opposed federation with the B. of L. F. because it appeared to them a condescension to connect themselves with a Brotherhood, or have a Brotherhood connected with them, whose members received a smaller amount of pay than they did. I have no power to express my contempt for such men. If we were as mean and selfish as they and had as little regard for their interests as they display for us, we and the B. of R. T. could defeat them by accepting their places. I am familiar with the engine I fire, and the B. of R. T. man is familiar with the duties of his conductor; and our familiarity with the class of work we have daily performed would render us fully able to perform their duties with surprising perfection to them both. But, sirs, we are too honorable for this. We have made this allusion only to show you that we are endowed with a power to prostrate your schemes if we were rejected and mean enough to use this power. "It is noble to have a giant's strength, but it is tyrannous to use it as a giant." God pity the man who earns his bread by the sweat of his brow, who feels that he would be committing a condescension to soil his hands by grasping those of a fellow laborer. The true aristocrat of labor is dignified in spirit and in character, and recognizes no distinction between himself and a brother laborer, only by the true principles of genuine integrity.

I would not have any to understand me as advocating the principles of "scabism" when I refer to the exclusion of firemen from federation with the B. of L. F. and O. R. C. I am not a Brotherhood man, but if a strike was ordered on the system that I am employed on, and if I could be shown that the principles were just, I would be one among the last to accept the terms of injustice, or to pilfer from the oppressed his sword and heave him "to the mercy of a rude stream that would forever hide him"; yes, I would rather coin my heart for dimes than wring from the hard hands of the poor their substance by any treachery to their interests.

Friends, I have no words at my command adequate to express my loathing for these aristocrats who oppose federation with us. Thank God, they are not the true representatives of the noble orders from which they spring. They are a weak and ungrateful, unphilanthropic element who seek ascendancy without the power to obtain it, and without the merit to deserve it. Ah! give them but the power, and they would be more tyrannical and oppressive than those lords of wealth whom they charge with oppression. They remind me of a man about whom I wrote a short rhyme some weeks ago who was one of these aristocrats of labor.

This maxim I find filled with great truth,
And I have observed it closely from my earliest youth,

That promotion reverses the actions or ways of the man who had little in his earliest days; But take the man refined in his spirit,
 • And the wealth of this world let him inherit,
 'Twill effect no change in his actions to men,
 If he ever was once, he is yet your friend.

I am grieved to discover that there are a few in and out of these Brotherhoods who oppose federation on the ground that if we are federated, our power will be so augmented that after repeated victories we would drift to anarchy. It is a poor ignorant wretch who ever conceived this idea, and it is an insult to the advocates of federation. He who has no more confidence in the integrity of this grand body of honest workmen, deserves naught but to bow at the knee of oppression and accept from the grudging hand of avarice his hard-earned dimes. "In the multitude of council there is safety." J. G. Cary.
 BIRMINGHAM, ALA.

ST. LOUIS, MO., Aug. 3d, 1890.

MR. EDITOR:—I have carefully read all communications from the different brothers, and I see a great many are not in favor of changing our name, and I for one, being much opposed to it, agree very much with Bro. Carter, of 263, when he says: "If this is the case it is so evident that with their new name they will take a new leader." This is the opinion of a good many that I have heard arguing this question and I would like to see the name stand as it has stood since the origin of the organization. We are all known as Brotherhood Firemen and as a general thing have a good record throughout the country. We are respected under our old name just as well and probably better than any other name we can find. We have won many a battle under our B. of L. F. flag and stand a good show of winning as many more. If we were to change the name I am afraid we would not know what to do with a candidate who wants to join the B. of L. F.; our opinion is let the name remain as it is. I also agree with Bro. Wescott, of 82, when he says if there is anyone not satisfied with the name of the Order or its management he had better join some other order that changes its name yearly: that is my opinion exactly. There are many more like Bros. Wescott, Carter and myself who judge what is best for the Order, not what suits some of the brothers who are hostile or running a switch engine. We all know what the B. of L. F. has done for itself, we have a wide reputation, but what we will have after we do away with our parent name we don't know. Our song is let us federate and keep our name.

Fraternally yours,

F. A. McGenty.

GALESBURG, ILL., July 28th, 1890.

MR. EDITOR:—Will you please put a few lines of mine in the grandest labor paper in the country?

I write in answer to one of those noble, high-minded, B. of L. E. enemies of labor. A man whose utterances show he has no claim to the title of friend, and I make this reply hoping he will read it in the B. of L. F. Magazine, of which E. V. Debs is editor.

This enemy of labor writing from Chicago to the B. of L. E. Journal, says that he understood it was to be decided whether or not the B. of L. E. would adopt federation July 1, 1890, that it is now the latter part of the month and his royal highness has not been informed how it is—what a pity! But, the writer says, it is troubling his mind very little, as the idea is simply preposterous and that the engineers should not accept it for several reasons. First, because the B. of L. F. at the Atlanta convention presented a resolution and passed it, providing that the poor humble crumb-searching officers of the B. of L. F. should present to the high minded, way-up-yonder engineers a plan of federation. The idea of a fireman offering a resolution for an engineer to adopt, he regards an insult to the Order.

Again, the writer says, after the B. of L. F. officers had presented their offer to the B. of L. E., the B. of L. E. officers sent them home and that the B. of L. F. officers should have regarded themselves as highly favored for having been permitted to approach his royal highness close enough to do that much, and ought not so much as dreamed of having federation adopted, unless there was something in it to elevate

engineers one notch above the dirty firemen. The writer still further says that he has been informed by a fireman who attended the Atlanta convention, that there was not anything adopted. Now, if such is the case that fireman has sunk himself very low in my estimation, for relating anything that occurred at the convention, to a man who seems to have no use for a fireman, but to show his contempt for him and for his Order. But no one believes that any fireman who attended the B. of L. F. convention at Atlanta ever made such a statement.

Again, says the writer, he don't understand why it is, 18 or 20 strikes the B. of L. F. as an association had never done anything. I can tell him. Simply because they know of the old timers in the "Q" strike stayed with the company and taught men how to run engines, and they know there are hundreds on other roads to day married to their gods and would go sailing in the same boat. The writer seems to think that E. V. Debs is the sole instigator of the federative plan, and that he is entirely too fast, but I can tell him this much, that the B. of L. E. never had a man who dared to treat labor oppressors as he has done.

The writer again says, that firemen have no regard for their obligations. Come to Galesburg and see who stood the test the best. Old engineers who had had runs for ten and fifteen years paying them \$125.00 to \$175.00 were the first ones to go and look for work and scab. Firemen, who for three months got no money and who had families as large as engineers and in many instances larger, stood without a word of complaint, but as soon as the engineers were a month behind, they commenced dropping out, one, two and sometimes six at a time, and went to scabbing. That is the kind of men who are able to take care of themselves. If they are such a strong self supporting order, why did they come to us on their knees and beg us to help them in a time of need? And if we had refused, how long do you think the strike would have lasted? I could have taken my engine out as well as the man who was running her, for I have had to take her more than once for reasons unknown.

And why, I ask, do the engineers still insist on talking about "skilled labor" when the "Q" company put men to running engines who had never run a day in their lives; and to-day say they are just as good as any men they ever had—why anyone can run an engine now. The writer further says it would be foolish for men having runs paying \$140 to \$180.00 a month, to get down off their engines on account of a brakeman or a switchman. If that is the case, why did the switchmen stop work on account of us, when the company offered them the best pay in the country, simply to lend a helping hand to a fellow workman? What matters it, whether a man gets \$1.50 or \$5.00 a day? He has a family to support and his rights to protect. Drunkenness seems to be the main slur thrown at a switchman, but how about the engineers? Nine out of every ten on the "Q" who had been running engines from ten to fifteen years had nothing in time of the strike, and firemen drawing half the money of engineers, had little homes.

The writer, again says, the engineers are to-day working under \$2.00 or \$3.00 contracts, with the company. That means they are standing on the edge of the lake with a ball and chain around their necks, and are afraid the company will kick the ball into the lake and deprive them of life. Why, it is a surprise to me that other orders want to federate with engineers if this Chicago writer represents their opinions.

Again, says the writer, there is one more chestnut about other men asking for more pay—pay nearer the engineers. He seems to think it is absurd to ask such a thing. Why is it absurd? They made good engineers on the "Q" in the time of the strike in two weeks and the most trying thing they had to contend with was in keeping up steam. The writer seems to forget the men's reply when we asked them to leave their engines, so I will inform him, they all said "no." That grand leader of yours and his B. of L. E. men beat us out of our positions and we are now trying to get even. And I suppose they have done so while we fought being fed on "stand firm" by the grand old leader while he was at home enjoying himself. If the B. of L. E. is such a strong body why don't you make a move? There are some of your old men

working at common labor.—why don't you assist them to obtain employment on some road? Do you think you are so strong you will succeed in making the "Q" take them back? You say your order has been successful far beyond expectation. I am sure I have never seen it, for you never gained the first point toward winning a strike. It made widows and orphans. It beat good men out of homes. It run men so far in debt that they never will get out. That is what your splendid order has done. It always had so many enemies that it never could be successful. Why, you can go to the west and south to day and conductors will carry a half car of firemen and kick if one engineer asks for a ride—and it is just such letters as you write that makes it the way it is. If I belonged to your order, which, thank God I do not, I would vote to expel every one who would write such a letter as you have written to the B. of L. E. Journal. If you want to find out what federation is good for, talk with some of the old C. B. & Q. men who have been through the mill, they will tell you what would have been secured if all the trainmen had been banded together. And above all things don't let anyone hear you speak of being afraid to strike, because there are one thousand enginemen out of employment and I don't think any of them are yet ready to scab, on the opinions of such a short sighted man as your letter shows you to be.

Yours,
L. Watson.

GLENVIEW, MONTANA, Aug. 17th, 1890

Editor Firemen's Magazine:

Having read several letters in the back numbers of our official organ, which refer to hard "feelings" existing between engineers and firemen, I was inclined to believe the writers were a little too severe in their criticisms, but, recently some things has come under my notice which lead me to believe that there is no doubt as to the correctness of their statements. As an illustration, I will mention the fact that the Northern Pacific R. R. Company is sending the Westinghouse air brake instruction car over the entire system, for the purpose of instructing engineers, firemen and trainmen, alike, in the practice of handling air, showing them all the different and most complicated parts of the air pump, brake, cylinders, tripple valves, etc., endeavoring to give every man an idea as to the working of the apparatus. While in Forsyth, some days since, a class of engineers and firemen were receiving instructions from the air brake expert of the U. P. R. R., the class being formed, because it would require too much time to instruct each man separately. After instructions had been given to the class, the men were requested to repair to a private room for examination, and be questioned in regard to their knowledge of the brake practice. At this time, one of the engineers, seeing that firemen were to be admitted to the room along with engineers, said—"Don't let any of those firemen in here with us." He was politely informed that the instruction was for all alike, firemen as well as engineers. Now, Mr. Editor, I ask, what could have been the motive of that engineer in desiring that firemen should be excluded? Was it because he was afraid that some of the firemen were more enlightened in the air brake practice than some of the engineers? Was it because he realized his own lack of information and skill, and therefore, did not want to have his ignorance exposed? As it was, one of the firemen answered a question which he could not, and as he is one of the most prominent engineers on this division, I was surprised at his lack of knowledge, and equally surprised that he desired to debar firemen of the advantages of instruction. Such things explain why "hard feelings" exist, and such feelings will continue to exist as long as engineers look down on firemen and seek to embarrass their advancement in their chosen calling. But the engineer to whom I have referred, is not the only one whose ungenerous remarks are calculated to create "hard feelings" and foster animosities. Another engineer on this division is credited with the remark that "engineers should not associate with their firemen when off their engines," and also, that "his social position and standing would not allow him and his wife to visit a fireman and his wife." Such gabble smacks of ignorance and arrogance and little attention should

be paid to it, but I write of it just to show the readers of the Magazine that it is no wonder "hard feelings" exist, when men who desire to be considered the leaders, who want to be looked upon as authority on all questions concerning men engaged in railroading for a living, who claim to be posted on labor matters and who advocate harmony and good fellowship, make such remarks as I have quoted. The longer they will have their ill will of firemen, as not only firemen, but other employes connected with the service.

Why is not a fireman just as good as an engineer? Does he not work as hard and as faithfully as an engineer? Does he not support his family and call himself just as straight and honorable as the engineer? The only difference I can see is that the engineer has a little more experience and sits at the right hand and pulls a throttle, while the fireman uses shovel and pick.

Now, I do not wish to make matters any worse than they are, as I do not believe in being at logger head with engineers. But last winter they patched up a truce with the O. R. C. by having a grand ball and supper with them, something, I believe, no other division of engineers ever thought of, and I do not see why it would not be just as well to be on good terms with the firemen and give them a chance to learn, as they themselves had to begin at one time and learn their profession. Just so with us. We are all working for the same thing, that is, a living for ourselves and families. When death takes us we cannot take our engines with us. We have got to leave all behind. So while we are on the earth and working together, let us work together as friends, as possible and try to make life a pleasure.

Yours fraternally,

Medora

PHILADELPHIA, Pa., August 14th, 1890

Editor Firemen's Magazine:

It is with a sorrowful heart that I take this opportunity of writing. It has been the will of Our Heavenly Father to take from our midst another of our brothers, (Charles G. Appgar, who died August 11, 1890). Brother Appgar had been a member of our lodge two years and his disposition and character won respect and esteem of all who knew him; a dutiful one of the foremost thoughts in his mind, and toward his family as a husband, a supporter and protector; duty toward his fellowman, as a brother ever ready to extend assistance to those in need, worthy thereof; and duty to his employer, by performing his work to the very best of his ability, thus command the respect of his superior officers. Brother Appgar had the highest regard for the Brotherhood of Locomotive Firemen and was one of the most prompt in paying his dues or assessments. I am with heavy hearts that we look upon the death chart of our Lodge and call to mind the long suffering endured by him. May we all live so that when it comes our turn to leave this world of care and trouble, we may receive eternal life and meet our brothers in Heaven, for we know it is said in Scripture "Those that seek shall find and to them that ask, it shall be given." I remain yours,

E. L. F.

JACKSONVILLE, ILL., July 20, 1890

Editor Firemen's Magazine:

On Friday, July 18, at about midnight, Crystal Lodge, No. 408, B. of L. F., was organized here on the Jacksonville Southeastern line. There was a lot of R. T. Lodge organized on New Year's day last. There is some talk of the engineers going into the B. of L. F., as they have no lodge here. Bro. Hanahan notified some of the members of No. 408, and Bros. Kerr and Klenze responded, as also Bro. Link of No. 18, and Bro. Baird, of No. 48. Our worthy Vice Grand Master told us of the standing of the Brotherhood throughout the United States, Mexico and Canada, also what the Supreme Council had done. We adjourned at 3:30 A. M., and the occasion will long be remembered by those who were present. Crystal Lodge extends thanks to Bro. Klenze for the interest he took in organizing while he was with us on the road. Hoping this will not be a victim of the waste basket, I remain,

Yours fraternally,

408.

GALVESTON, August 10th, 1890.

THE TERMINUS OF THE LINE.

When we roll into the depot.

The terminus of the line.

And I climb upon the seat-box

Just to rest my weary spine.

While I gaze without the window

As the passengers alight.

What a view of human nature

There is here to greet my sight.

Here are men of wealth and leisure,

Some in broadcloth, with an air

That speaks of ceaseless pleasure,

Others with a look of care:

Faces with a worn expression:

When they raise their eyes to mine,

How I wish that I could help them

At the terminus of the line.

Traveling men from York and Boston,

With their grips and mighty packs,

Emigrants, fair Chris and Lena,

Household goods upon their backs:

Pat is here from dear old Ireland,

French and Prussians from the Rhine.

May they prosper in "God's country,"

At the terminus of the line.

Here's a dude with an expression

That would make a mule shed tears,

Cigarette, eye-glass, high collar

Holding up his donkey ears,

Stove-pipe hat and cane enormous,

How I'd like to kick his spine

Up the hills and through the hollows

To the terminus of the line.

Here's a soldier, "Let's be joyful,"

He has come to paint his horn,

Soon he'll bear the national colors

Brilliant with extract of corn.

Don't disturb him, "Let's be joyful,"

Thus he'll sing while drinking wine.

He'll be tearful in the guard-house

At the terminus of the line.

To the throng there seems no ending,

Every trip brings faces new:

Italians, Swedes and Russians,

John Chinaman, and wandering Jew,

Ministers, Salvation soldiers,

Gamblers, whose diamonds shine,

They're all jumbled up together

At the terminus of the line.

Here's a bride with her dear hubby,

Come to spend their honeymoon,

She's as fair as morning glories,

He's as silly as a loon;

As they pass beneath my window

Low he whispers "Ducky mine,"

Well, I wish them joy forever

At the terminus of the line.

Here are gay and happy maidens

That have just returned from school,

With their rosy, smiling faces,

Every one a mother's jewel:

Here to spend a short vacation,

Each of them a friend of mine,

I can see it in their glances.

At the terminus of the line.

Here's a couple, aged and feeble,

Now their heads are white as snow,

Once their steps were light and merry,

Now they totter as they go:

Faithfully they've stood together,

Trusting in the One divine,

That awaits to give them comfort

At the terminus of the line.

Here's a mother with her darling,

See how carefully she keeps

Everyone from jostling baby,

While unconsciously he sleeps:

She reminds me of another,

One whom I called mother mine,

But in peace and quiet she's sleeping

At the terminus of the line.

E. B. Harris.

Editor Firemen's Magazine:

Gulf City Lodge No. 115 would like to have sufficient space in the *Magazine* to say that the second annual joint picnic given by No. 115, B. of L. F. and Oleander Lodge No. 70, S. M. A. A. June 15th, at Dickenson Grove, was a success. The attendance was up to expectation. The ladies and gentlemen enjoyed themselves greatly and the boys of "115" are happy.

Engine No. 53, of the I. G. N. R. R., handsomely decorated from pilot to back of tank, manned by J. Kileen, engineer, and I. N. Schroder, fireman, pulled the train of twelve coaches, filled with a joyous company. As soon as the train reached the grove, dancing began and was kept up till a late hour in the evening, notwithstanding the weather was very warm.

The picnic was well conducted and there was no rowdiness on the grounds. As the evening approached a number of races became an exciting and pleasant feature of the occasion.

The first race was the married lady's race and the prize offered secured a great many entries. The next race was for young ladies, in which a large number of the girls tried their speed, and there were a number of children's races, all affording much pleasure. But the fat men's race occasioned the most merriment—none were admitted weighing less than 225 pounds and the race was won by our able friend, John Hennsey, timekeeper at the I. G. N. shops at Galveston.

The last presentation was a handsome silk banner, presented to "115" by some of our good lady friends—a token of regard which we shall long remember.

It is needless to say the picnic afforded those who were so fortunate as to participate, great pleasure and they will be anxious to be present at our next annual entertainment. Yours fraternally,

Secretary 115.

THE FIREMAN ON DUTY.

In tempest and darkness,

Like a demon of night,

Or some fearful monster

Pursuing its flight,

The lone locomotive,

Through forest and vale,

And o'er limitless prairie

Speeds over the rail.

Though fogs veil the headlight

And curves hide from sight,

The dangerous draw-bridge,

Or the flooded track's plight,

The undaunted fireman

Peers calmly ahead,

Or throws in the fuel

Which the monster is fed.

And accustomed to danger,

'Midst the gloom of the storm,

Thinks of home with his children

So happy and warm.

Sees his wife's tender smile

While caressing his boy,

Or her face brighten up

With a welcome of joy,

As she hears, in the distance,

The whistle, well known,

Of the powerful engine

She knows as his own:

Or haply, in reverie,

Sad visions arise,

Of old and tried comrades

Who have passed to the skies.

Which may fill him with sadness,

But never despair.

For their families are safe

In the Brotherhood's care.

And he silently prays to

The source of all good

To bless, in his mercy,

The brave Brotherhood.

Amy.

For the Magazine :

FEDERATION.

In every planet hung in space
In every twinkling star.
In Earth, as whirling on through space,
Without a jolt or jar;
And in the blazing sun's fierce heat;
In fact, in all creation,
We see a harmony complete,
A sort of—Federation.

Were every sphere to move alone
And each to spend its force;
Like some unshaply missile thrown
With unknown, zigzag course,
How the universe would partake
A fearful consternation.
Were nature, for an hour to break
Her mighty Federation.

And since this law is made so plain,
Is not in labor, too,
A vast amount of good to gain,
By work that we may do?
And since in nature all unite
In perfect combination,
Can we not learn in nature's light
The worth of Federation?

Then up! as honest workmen
Present a faultless line,
Stand boldly for your purpose when
You know it is divine!
For I believe, with all my heart,
The welfare of our nation
Depends, in no uncertain part,
Upon our Federation.

'Tis not prosperity to see
A country's treasures shut
In vaults, if each man's home must be
A palace or a hut!
But pleasant homes for great and small—
The happy consummation
When discords cease; and over all
The shield of Federation.

I would not tear the palace down,
But rather would I build
For workmen in every town
The spacious cottage, filled
With all that makes a home sublime.
Be this the coronation
Of workmen—secured in time
By what? By Federation!

Then may the work be wisely done
So that, from heart to heart,
A thrill of confidence shall run
And give the world a start
Toward better days, when all receive
Abundant compensation;
When rich and poor alike believe
In Labor Federation.

George W. Hall.

STANBERRY, Mo., July 30, 1890.

SAN MARCIAL, N. M., July 17, 1890.

MR. EDITOR:—Having a leisure hour I will try to give you a brief account of Magdalena Lodge, No. 261. The boys here are well, with the exception of Bro. J. J. McInnis, who is at the hospital at present, taking in the mountain breeze of Las Vegas; we expect him back soon. Bro. McInnis is, or is supposed to be, the "rustler" for the *Magazine*, but he is too good natured to ask a man for a dollar, but all he needs is a little shaking up and he will do better. Well, Mr. Editor, Magdalena Lodge is not one of the largest, but the members are as good a set of men as can be found, and I don't believe there is a black sheep in the flock. Business is fair on the road and most of the boys are saving money. Although I am not a member of the Brotherhood I expect you will publish the above, as it may urge some of the members to let you know once in a while that they are alive. With respect for you and your organization I remain
Yours truly,

Gordo.

LORDSBURG, N. M., July 28th, 1890.

Editor Firemen's Magazine:

We see in the July number of our *Magazine* an article captioned "An Important Trial." We agree with you—it was an important trial, important to us, in this respect: It shows us that section 62, on page 23, of our Constitution is not just what we supposed it to be. The section does not, in our opinion, cover total disability. In it there are but three ways in which a Brother may become totally disabled. Only three injuries that will entitle a member holding a beneficiary certificate to his money. One if not two of those injuries, we claim, does not totally disable a man. We have a Brother here firing on the road who has lost one leg above the knee joint. He is not disabled. He is considered one of our best and ablest fireman. Taking this case for an example, we do not think it right that just because a man loses a leg or two he should be allowed his beneficiary.

We hope to see section 62 still further changed at the coming convention. Will not you please use your influence to have it changed to read something like this:

"A beneficiary member in good standing shall upon our receipt of positive proof of his death be entitled to the full amount of his beneficiary certificate."

That in our opinion is about the only manner in which a man can become totally disabled.

We think a beneficiary law something like the above will protect our Order from fraud.

We think it should not make any difference if a man *does* have his back broken—let him be scalded or burned so his limbs are drawn out of shape—*Don't* let him have \$1,500 of our good money for any such thing.

Why? A man might be a contortionist and make us believe he was totally disabled by twisting his legs around behind his neck and in that manner defraud us. Of course this might not happen often. Say about once in a hundred times. We could not stand it to be defrauded like that. No sir? We would rather a hundred brothers be crippled all out of any kind of shape and sent to the poor house than have one man defraud us.

If you, with the help of the rest of the Grand Officers and other right-minded brothers will take this matter up at the coming convention we think the present disability law can be advantageously changed and if you will see that it is changed according to our wishes you will gain our everlasting gratitude as we are really afraid of being beaten out of a dollar or two. We remain dear sir, yours fraternally,

H. W. Brandt.

Our Insurance.

NEW YORK, July 15, 1890.

MR. EDITOR:—I ask for some space in our book, to have a little say in reply to some things I see in the July number, written by Bro. Carter, of 263. I like what Bro. "Satisfacere" says in his letter, page 633. That letter gets right down to biz, and Bro. Carter ought to read it. Bro. "Satisfacere" thinks when a fireman kicks at paying \$1.33 $\frac{1}{3}$ a month for insurance he might as well go. Bro. Carter says, "If every member should keep his policy until death, it is evident that they will have to pay \$1,500 assessments for \$1,500 insurance, (in proportion to their longevity). Some time ago, I don't remember when, the *Magazine* published a table, which for the benefit of Bro. Carter, ought to be printed again. I remember it might well, and it showed that Bro. Carter is all wrong. I want to give my memory of it, because it demolishes Bro. Carter's argument completely. Now, \$1.33 $\frac{1}{3}$ a month is \$16.00 a year. Suppose Bro. Carter, when 21 years old, takes out a policy for \$1,500—suppose Bro. Carter remains in the Order 50 years—then he would be 71 years old. Now, at 71 years old he would have paid \$16.00 a year for fifty years. That is \$800. At 71 years of age he dies, or is totally disabled, then he or his heirs get \$1,500 or \$700 more than he has paid in. But I am not done with Bro. Carter's statement, and I am writing of my recollection of our insurance benefits to our members. The chances are ten to one that Bro. Carter will not live till he is 71 years old—which is one year over

"three score and ten." I don't know how old Bro. Carter is, and that is not material. I want to show my recollection of figures that satisfied me that our insurance scheme was a good one for the boys, and I will try to get at it as I remember it. I will suppose Bro. Carter is 31 years old, has carried a policy of \$1,500 ten years, and therefore has paid \$160. I will take Bro. Carter along till he is 71 years old, and has been paying \$16.00 a year all the time, and so on, in ten year divisions, till he is 71 years old. Here is the way I do it:

Age.	Chances of death or disability 10 years.	If he lives to be.	Amount of Assessments he would have paid.	Amount of policy secured.	Amount secured in excess of payments.
21 years	2 to 3	31 years	\$160 00	\$1,500	\$1,340
31 years	3 to 5	41 years	320 00	1,500	1,180
41 years	5 to 7	51 years	480 00	1,500	1,020
51 years	6 to 9	61 years	640 00	1,500	860
61 years	7 to 10	71 years	800 00	1,500	700

If Bro. Carter will examine the table I think he will be convinced that if a member should keep his policy until death he would not, in proportion to longevity, or in any other proportion, "pay \$1,500 assessments for \$1,500 insurance." I am anxious to see if he will yield to facts and figures? But, Mr. Editor, take the average of chances for a fireman to live until he is 71 years old, and they are from five to seven against him, in which case his assessments would be about \$300, which would leave him or his heirs \$1,000. It is such statements as Bro. Carter makes that are calculated to brood dissatisfaction and that never do any good. It is kicking at the good things which experience has taught the boys, and that has placed our Order away ahead of any other order that has an insurance scheme. I don't know what will be done at San Francisco, but if the delegates are level-headed they won't meddle with our insurance.

Fraternally.

Stoker.

SOMERVILLE, MASS., July 21st, 1890.

MR. EDITOR:—In the July number I see the brother from Texas needs a little correcting. If the policy of the railroad orders was not defective why did they change it? Why did they federate? A more complete perusal of the article will clear his view. He states that it was Brother Sargent's rotten policy. I believe that Brother Sargent's policy is the law of the Order, and delegates in convention make the law that defines his policy. Brother Sargent confines himself to the law and interprets it according to what it means. Now, Brother Carter, if a new leader is chosen for the new order or the old it will not be by the *New England* vote. I estimate Brother Sargent as the right man in the right place. If you had paid as much attention to other articles of mine as I think consistency should dictate, you would not rush into print with any such charges, and what is more, I am satisfied with our editor and other Grand Officers and always have been, and I consider that Brother Sargent is entitled to the title of Grand Master of our Brotherhood and I shall emphatically protest against any of our Grand Officers being titled *Boss Herder of the Breeding Pen*. I hope that some action will be taken at our coming convention regarding the age limit. I think if a man is too old to take the insurance he should have the privilege of membership the same as those who fail to pass a satisfactory medical examination. I hope the new name will be discussed in convention. I believe that new name question has done our Order a vast amount of good by its discussion. I think it an excellent question to discuss under certain circumstances and I sincerely hope that at our convention we will have the question decided. I will echo fervently Brother Carter's, "Lord forbid" on the question of a new leader and remain as ever,

Charles H. Trenholm 957.

OUR BROTHERHOOD.

O, far away,
To Frisco's bay,
Where waves, like soldiers to the fray,
March to the shore.
Forever more
Obeying what the "wild winds say."

Our delegates
From forty States,
Will meet to talk in high debates,
And many eyes
Will act as spies
To tell where danger lurks and waits.

Beyond the line
Of "mine and thine,"
Where Victoria's banners twine—
Each Lodge will send
A trusty friend,
True to duty in storm or shine.

Ne'er since '73,
We all agree,
Our Brotherhood, dear to you and me,
Had greater power,
Than in this hour
Of prestige and prosperity.

Our dead, our dead!
O, be it said
Were followed where the black pall spread,
No widow cried,
Nor orphan died,
For want of shelter or of bread.

In darkened homes,
Midst sighs and moans,
Where sorrow's broken, dingle-like tones
Besought in prayer
For strength to bear
Trials which only faith o'ercomes.

Fair women stray,
Fair women pray,
Their gentle words drive gloom away;
And tearful eyes,
In glad surprise,
Behold again a shining day.

Come, Brothers, all,
What e'er befall,
We'll ne'er be deaf to duty's call:
Our Brotherhood
Is great and good,
And an injury to one is the concern of all.
A Tie.

DENISON, TEXAS, July 20th, 1890.

MR. EDITOR:—I have been taking notice of the discussion that has been going on in our *Magazine* in regard to the change of name of our Order, and I see that the question is no nearer settlement now than when it was first proposed, and I wish now to express my idea on the subject, as for one, I am opposed to a change of name. My reasons are simple and plain and here they are: We will all admit that a man or woman occasionally wants new clothes, that they do not care to wear their old ones all the time, as clothes wear out, but in my opinion, with the change of the name of the Order, it is different. The name we now have is not getting old and worn out with me, for the oftener I hear it the better it sounds, and the more I see it the better it looks, but if the day ever comes when locomotive engines are run by electricity or friction, then I would not say anything against a change of the name of the Order, as we would not be locomotive firemen if engines were run in that way. I will now state that just as long as railroad companies are compelled to hire men to fire engines, just so long we have got to have an Order to protect those men. I think that the Order we now have is just the thing, as I know that every member of the Order is proud of the name we now have, so I hope the name of the Order will never be changed.

Yours fraternally,

No. 21.

TO MR. THEODORE DEBS,

TERRE HAUTE, IND.

So, Theodore, my genial lad,
Like any fool, you went and did it;
You caught the marriage fever bad,
In spite of all who do forbid it;
You headlong went, you foolish boy,
Right into Hymen's rosy traces,
Allured by beauteous Miss Toy,
And captivated by her graces.

I really thought your level head
Would shield you from such fearful danger,
As with a lovely maid to wed,
But, no, you acted like a Granger;
Alas! You gave your heart the rein,
And didn't for an instant falter,
To hold a parley with your brain,
Until she had you at the altar!

You're not the first who lightly trod
O'er flowery banks in Summer weather,
And thought yourself a demi-god
Reclining on the perfumed heather
With one of Nature's charming girls,
Whose honied words, in perfumed rapture,
Allured you into deadly perils.
Where she sat gloating o'er your capture.

Indeed you're not, friend Theodore;
This fact will give you consolation,
If e'er through life you should deplore
Your present sweet intoxication.
This rough old world just now, you think,
Is bridged with sunbeams up to glory—
Ah, well, my moralizing ink
Tells nothing new—the same old story!

Sure Adam, our old foolish sire,
When Time was young in Eden's bowers,
Was scorched by Love's consuming fire,
And followed Eve amid its flowers;
She led him by the nose along,
Just as her sisters still are doing;
We follow, whether right or wrong,
Until the altar crowns the wooing!

I hope yourself and charming bride
May gallily float adown life's ocean,
Both borne upon a flowing tide
Of love and mutual devotion,
Until your bark finds peaceful rest
On some serene, eternal river.
Mid pure delights, supremely blest,
Beyond the reach of pain forever.

Shandy Maguire.

MINNEAPOLIS, AUGUST 10, 1890.

Editor Firemen's Magazine:

I never suspected that there was, in the ranks of the B. of L. F., a single member who would willingly counsel a backward step, or who would undoubtedly take supreme delight in seeing the organization relinquish its hold on a single good branch of the work it was engaged in until now.

I had never supposed, until I read the August *Magazine*, that there was in our ranks a man so utterly friendless that there are none on earth whom he cares for half as much as he cares for himself. Just think of it, a man without one single relative, homeless and alone, despised or unknown the wide world over!

The idea of contracting the work of this Brotherhood is one that I cannot entertain, and hold my peace; on the contrary, I think we should add still another feature, in the shape of Mechanical Education, because I believe that there is a field for it and that the mission of the Brotherhood demands it and is able to do so.

This Order was (if I understand the sentiment of those who originated it) primarily a benevolent one, and after due time it branched out and took up protection. I do not see wherein it was necessary to

drop any of the good work already done, in order to assume other obligations. If we are to judge or profit by the experience of others, we certainly do not want an *optional* insurance where the assessments range from \$5 to \$10 per month, such as the engineers have, and only pay twice as much benefit for over four times as much premium.

The insurance people of the land who live in comparative idleness and luxury have enough now, and they presumably will continue to have enough without this organization willingly throwing into their coffers more than twice as much as we now pay for our insurance, thereby *giving away* about \$25 per year of hard earned money. It is doubtless true that a man who has not a friend on earth for whom he cares or who who cares for him doesn't need any insurance, but I never heard of but one and as he is a *Newcomer*, we may hope for hunger and sickness to *elucidate* him. For all that is devoid of humanity to the homeless and orphaned; in the light of our history as a Brotherhood that which is the most soulless, cold and unfeeling is found in a letter commencing on page 721 of the present volume, wherein the writer intimates that he represents *two thirds* of our membership and boldly asserts that they do not now, nor never did want any insurance, and then caps the climax of his logic by admitting that they would like \$300 for a disability claim. Brother Newcomer does not in my estimation represent *two thirds* of this Brotherhood nor even *one thousandth* part of it. The insurance and disability features of our Order are founded on a perfect equality to all and none are barred from participating in it, and it constitutes one of the corner stones of our existence, and I have yet to hear of a single instance since the Philadelphia convention, where the protective part of our structure was neglected for the benevolent. Will Brother Newcomer please tell me through these columns when and where that has been done? And also name the insurance company who employs him at present? (Can he give the names of the *two thirds* of our members whom he claims to represent? Can he tell me why it is logical to have \$500 insurance and not \$1,500.

Fraternally,
Dirigo.

BOWLING GREEN, KY., July 21st, 1890.

MR. EDITOR:—In the April number of your *Magazine*, page 323, I find the following statement: A policy of \$1,500 in the B. L. E. cost last year \$26.50. A policy of \$1,000 in the B. of R. T. cost last year \$21.00 and a policy of \$1,500 cost \$16.00 in the B. of L. F. This is certainly an excellent showing in favor of Brotherhood insurance, but the fact still remains that the policy in our Order is not so large as many wish to carry, and it is well known that many of them carry heavy policies in non-brotherhood insurance companies for which they are compelled to pay an enormous sum. I will give you one instance: I carry a policy of \$2,000 in the Travellers' Insurance Co., for which I pay \$32.00 per year. I get the benefit of this insurance only in case of death by accident. If I sicken and die I get nothing for weeks of suffering and my family nothing at my death. In my Brotherhood insurance I am protected in accident and natural death. Should such accident result in disability my family and myself are protected against want. Now such being the facts, is it not vastly better that the entire sum which I can spare for insurance should be invested in Brotherhood insurance? But at present I am limited to \$1,500. I therefore propose the following plan and hope to see it discussed and acted upon at our next convention: Let each member of our Brotherhood who may feel able to do so, carry two policies of \$1,500 each in our insurance, the second policy to be subject to like conditions as the first except that it be not compulsory and that a failure to pay the dues for same shall not subject the holder to expulsion from the Order. The cost of our insurance last year was \$16.00, a double policy would cost \$32.00, just the exact amount I pay for an accident of \$2,000 in the Travellers'. I would be pleased to see some ideas from the brothers upon this subject in the *Magazine*; it is certainly worthy of consideration. Yours in B. L.,

C. M. Moon.

Adair Lodge No. 100.

A DREAM.

I dream of that fair golden shore,
And all its perfect summer days;
Where 'round Diablo's summit hangs
A wreath of dreamy haze.

I dream dear dreams of that fair home,
Environed with its hills of blue;
That tired, worn hand, that lay in mine,—
That heart so warm and true.

I dream, dear God, of those brief hours
When all the world was fair to see.
Shall life's long expiation bring
No recompense to me?

Etoile.

SAN BERNARDINO, CAL., August 12th, 1890.

MR. EDITOR:—San Diego Lodge No. 90 gave its first public installation of officers in A. O. U. W. Hall, San Bernardino, Cal., August 11th, 1890. To say that the affair was a grand success would not be doing it more than justice. We were favored with the company of a large number of the fair sex, consisting of the brothers' wives, their mothers, their families, their sweethearts and friends, and more especially were we favored with the attendance of our M. M., Mr. George W. Prescott, also his family and relatives.

After all were seated the ceremony was opened with a few brief remarks on the organization, the aims, objects and principles of our Order, its standing and its welfare, by our most highly esteemed and ever Noble Master, J. C. Sharp, of whom all brothers feel proud. Brother Croden, who was acting as Past Master, then took the installing Officer's Station. Brother Croden having memorized the installation ceremony the installation was performed without the use of a ritual. The members of No. 90 feel proud over the credit that Brother Croden won for himself and also for San Diego Lodge No. 90 of the B. of L. F. The ceremony being performed most successfully, with Brother C. E. Rhodes as Marshal. Refreshments were served by the members, with Brother George Corson as manager of refreshments, who served all in such a manner as to win esteem for himself and the members. We thank the ladies of Los Angeles and San Bernardino for the abundant supply of excellent cake we were furnished with. After the refreshment room was closed the most enjoyable part of the evening's entertainment was opened to all with Brother J. C. Frates as floor manager. Dancing continued until one a. m. when "Home, sweet Home," given by the orchestra, made all hearts beat with joy to retire after the evening's pleasure. Thanking one and all for their attendance hoping this won't be our last, we bid adieu until our next.

Yours fraternally,

First Attempt.

CINCINNATI, O., July 20, 1890.

Editor Firemen's Magazine:

On June 29th O. K. Lodge, B. of L. F., held one of the most successful and enjoyable picnics that ever fell to the lot of those who were so fortunate as to participate in the festivities, and the members of our Lodge are proud of results and want the members of the Brotherhood to know that we still hold our heads above water as we did in days of yore. Our picnic was held at Wordsdale Grove, one of the most delightful localities to be found anywhere west of the Alleghany Mountains for out-door pleasure. We had a train of twenty cars to take the pleasure-seekers to the grove and a more joyous company never left the city on any similar excursion. The company was made up of members of the B. of L. F., and by members of the B. of R. T., B. of R. C., S. M. A. A., as also, members of the K. of L., their wives, mothers, sisters and sweethearts, aunts and cousins, and everyone seemed determined that the occasion should be one of uninterrupted pleasure. The picnic was ably handled by the Committee of Arrangements, viz.: John Shehan, H. E. Jordan and G. W. Snyder, who were assisted by Brothers McCreary, Halpin, Dodds, Lavin, Moore, Geutche, Hayes, Gallagher, Schulikers, Steininger, O'Brien, Yost and Terren. There were about two thousand people on the dancing platform to cheer

Brother James Hayes when he was presented with a beautiful emblem of our Order, as he had sold over five hundred tickets. The presentation speech was made by Brother Jordan, in splendid style, and he was cheered to the echo. There were loud cries for Brother Hays to reply, to which he responded in a way which secured the applause of those who listened to him. Brother John Shehan said he would never leave No. 269 until she was once more in the rank of the banner lodges of the Order, and in closing this account of our picnic I want to say our Lodge is away head financially. O. K.

MARSHALL, TEXAS, July 23, 1890.

MR. EDITOR:—As it has been a long time since there has been anything in the *Magazine* from Sunset Lodge, No. 177, I will write a few lines to let our sister Lodges know that we are still alive and in a prosperous condition. We have thirty-six members in good standing, and new ones coming in all the time. Brothers Davis, Freinheimer, Sparks, Morley and Morton have been promoted and are doing good work on the right-hand side. Business is better here on the road than it ever has been before at this time of the year. Brother Geo. M. Lovett, our efficient Master, has been promoted to the General Foremanship at Longview. Success to you, George, is the wish of all the members of 177. Fraternally,
Change.

OIL CITY, Pa., July 20, 1890.

MR. EDITOR:—In Brother Martin's correspondence from No. 383, dated May 12th, he states that the matrimonial fever is raging in this vicinity, but, in fact, the fever had abated, as Brother Lowrey was married in November, 1889, and Brother Bird in May, but it appears to have broken out again and this time Brother Martin is the victim and has taken Miss Maggie Tobin, one of Oil City's accomplished and highly respected young ladies, for his life partner. That they may enjoy life's journey together and live to a ripe old age is the wish of their many friends and brothers.
Sparrow.

Personals.

THE sympathy of our members is extended to Brother and Mrs. J. C. Crouch, of Lorain, Ohio, who have lost by death a sweet little girl, five years of age.

TOM MARTIN is the happy father of a twelve pound boy. Tom will soon have some one to help him keep the water glass mountings as bright as a dollar.

E. D. POST and W. H. Morrill, Collector and Receiver of Granite State Lodge No. 306, have been rewarded with promotion and are doing valiant service at the throttle.

THE Lodge at Concord, N. H., the only Lodge we have in the old Granite State, now numbers nearly sixty members in good standing of whom twenty-five are engineers.

BROTHERS DUNN and Bell, of Dominion Lodge, No. 67, have been united in the holy bonds of matrimony and at this writing are spending their honeymoon at the seaside.

THE boys of No. 57 secured the Salem Cadet band, one of the best in New England, to discourse music for their "outing," and it is needless to say that the music was superb.

W. F. STOCKER, member of St. Lawrence Lodge No. 15, a poet *par excellence*, is at the same time a Brotherhood man, as realistic when business is on hand as he is fanciful when dallying with the muses.

L. M. McLAHLAN, a member of the S. M. A. A., we found during our visit to Toronto, a most agreeable gentleman, fully alive to the wants of railroad employes, and one who discusses those wants intelligently.

NELSON J. MILLER, Elmer E. Brown and David H. Coburn, all of No. 306, exchanged the scoop for the throttle on July 1st. These brothers are employed on the White Mountain division of the Concord & Montreal railroad.

BROTHER WM. TAYLOR, of Fitchburg, erst-while a man of 200 pounds avoidupois, we regret to say is but a shadow of his former self, but during the "outing" of "57," evinced a robust purpose of regaining his vigor, and of being himself again.

BROTHER GEORGE E. CROWHURST, Secretary of Dominion Lodge No. 67, Toronto, who took an active part in making the union meeting in that city July 20th a success, is an active, earnest and intelligent brotherhood man, who is doing good work for the Order.

At the outing of No. 57, at Melville Garden, on Boston Bay, August 30th, we had the pleasure of meeting Mr. Cyrus Field Willard, correspondent of the *Boston Globe*, a most agreeable gentleman, a friend of the Brotherhood, and a great lover of roasting ears.

THE members of Phoenix Lodge, No. 23, are desirous of knowing whether Brother W. E. Sullivan, Master of No. E., has disposed of that choice lot of "huckleberries" he had on hand a few days ago. Brother S. is said to be a fine judge of huckleberries, especially those that grow on vines.

R. THOMSON, of Toronto, a member of the B. of R. C. and Master of Queen City Lodge No. 322 B. of R. T. is a gentleman whose advanced thought, relating to federation, exerts a healthy influence in all circles of railroad trainmen. He is one of a great army of thinkers who is doing good work for the cause.

It is a special pleasure for the *Magazine* to announce the promotion of Brother C. W. Arnold, of Reno Lodge No. 28. No truer Brotherhood man can be found than Brother Arnold and in his promotion the road that is so fortunate to secure his services will have an engineer whose fidelity to duty will know no variability nor shadow of turning.

At Toronto we had the pleasure of meeting two passenger engineers, Brothers Marks and Reddie, both of whom have crossed the three-score line, but who are yet, apparently, oblivious of the flight of years. They are two very young old men, who make their runs as regularly as youngsters and enjoy with as keen a relish, the speed of the machine.

BROTHER J. W. SINCLAIR and wife, of Phillipsburg, N. J., have our thanks for an invitation to be present on the occasion of their silver wedding, August 24th. Brother Sinclair is an old time member of Excelsior Lodge, No. 11, and we most cordially felicitate him and his good wife upon their great good fortune, and wish they may live to enjoy their golden wedding day.

It affords us pleasure to state that Brother John Kelly, a member of Garden City Lodge No. 50, B. of L. E. and a member of Eclipse Division No. 111, B. of L. E., has received an appointment on the Board of Examiners of Stationary Engineers for the city of Chicago. No better appointment could have been made. Brother Kelly is not only competent but conscientious and will see that justice is done to all parties concerned.

RECENTLY the *Magazine* had the pleasure of a visit from Brother W. A. Sheahan, Grand Secretary and Treasurer of the B. of R. T., and Brother F. Pratt, Assistant to editor Rogers, of the B. of R. T. *Journal*. We took pleasure in showing the gentlemen through the B. of L. E. Grand Lodge office, and were gratified to hear their expressions of approval of what they saw. They seemed to think arrangements for conducting business were first class at B. of L. E. head quarters.

It will be gratifying to the hosts of friends of Brother F. W. Arnold, P. G. M. of the B. of L. E., to know that he has secured the important and lucrative position of manager of the Lyceum Theatre, of Cleveland, Ohio. Whatever there may be in intelligent grasp of the situation and elegant courtesies in business affairs to secure success, the Lyceum Theatre at Cleveland will have in the management of Brother Arnold, and the *Magazine* wishes him the largest measure of success.

At Toronto, among other pleasures, we had the good fortune to meet Brother Robert Pearson, one of the ancient and honorable members of the B. of L. E., known to his army of friends and associates as "Pap Pearson," a man, who at three score or more, keeps abreast of the army of progress. He runs a passenger engine and is as sturdy as many a man of less years and what is better still, is an earnest advocate of federation, a proposition which commands the best ability of the B. of L. E. and which will eventually bring that order into harmonious alliance with other organizations of employes engaged in the train service of the United States and Canada.

A WEDDING card comes to us through the mail giving the pleasant information that Brother Michael Rabbitt, member of Desoto Lodge, No. 6, would be married on September 2d to Miss Mary Cain, of Desoto, Mo. Brother Rabbitt is worthy of the best woman in Missouri for a wife, and we will not doubt that his good fortune has secured the capital prize in Miss Mary Cain. We should be delighted to respond to the invitation to be present, but when the nuptial vows are being plighted we shall be in San Francisco, and can only wish that Brother Rabbitt and his bride may find in marriage all the fruits of which the poets have sung since the glad morning when our first parents took possession of Eden.

ERNEST B. MAYO, Master of Northwestern Lodge, No. 82, on Thursday, July 17, 1890, was married to Miss Mary Norris, at Emporium, Pa. Nothing could be more natural or more in consonance with the fitness of things. There is a time when love's young dream should materialize, when the dreamer should cease to dream, shoulder responsibility, "pop the question," obtain a license and call on the minister. That Bro. Mayo has done these things demonstrates that he has the courage of conviction, and the *Magazine* sends congratulations, with many wishes that the bonny matrimonial bark may bear him and his bride, what e're betide, safely o'er billows and breakers to a haven of prosperity and peace.

Union Meeting at Logansport, Ind.

On July 20th a grand Union Meeting of Locomotive Engineers and Firemen, members of the Brotherhood of Railway Trainmen, the Brotherhood of Railway Conductors, Order of Railway Conductors and the Switchmen's Mutual Aid Association was held at Logansport, Ind.

The meeting was held in the opera house which was elaborately decorated and was called to order by Brother Wm. Widgeon, a Vandalla engineer. In the absence of the mayor of the city, M. D. Fausler, Esq., delivered the welcoming address.

Following Mr. Widgeon the speakers introduced were: W. B. Daniels, Esq., Secretary of the O. R. C.; W. P. Robinson, of Vincennes, the First Grand Chief of the B. of L. E.; Col. George W. Howard, Grand Chief of the B. of R. C.; H. Butler, Esq., a member of the O. R. C.; Brother John F. O'Reilly, Secretary of Vigo Lodge No. 16 B. of L. E.; and Hon. S. P. Sheerin, of Logansport. At the conclusion of Mr. Sheerin's speech the meeting adjourned.

The attendance was large and those who were present refer to the occasion as one well calculated to advance the cause of federation.

TORONTO.

Grand Union Meeting of Railroad Employees July 20, 1890.

The Capital City of Ontario Ablaze with Enthusiasm on the Question of Federation.

On Sunday, July 20, 1890, one of the most notable union meetings of the year was held in the great city of Toronto, the capital of the Province of Ontario. The meeting was held under the auspices of the various Railroad Employés organizations of the city of Toronto, and there were present a large number of representatives of the Lodges of the surrounding country.

The first meeting, for all who chose to attend, was held in the afternoon at St. Andrews Hall, and was largely attended by members of the various organizations representing labor, and by those who sympathized with them, including a large number of the best citizens of the metropolis.

The meeting was called to order by Brother Geo. E. Crowhurst, Secretary of Dominion Lodge, No. 67, B. of L. F., who introduced Geo. Glocklin, Esq., President of the Trade and Labor Union, of Toronto, as chairman.

Mr. Glocklin, upon taking the chair, made a brief but stirring address. He clearly outlined the benefits accruing from the organization of workmen, and exhorted them to pull together. Mr. Glocklin's remarks were well received, showing that the audience was in sympathy with him.

At the conclusion of Mr. Glocklin's remarks the chairman introduced F. P. Sargent, Grand Master of the B. of L. F., and President of the Supreme Council of the Federated Orders of Railway Employés organizations. The *Toronto Globe* reports as follows:

Mr. Sargent, who is a fine looking man of medium height and good address, was received with applause. Commenting on the splendid meeting, Mr. Sargent spoke of the old days when railroad men were looked upon as men apart, who had no place among their fellow-workers. Organization had elevated their standing, until now they were as much respected as any class of men in the country. For many years there was one organization—that of the engineers—who had done much toward raising the status of railway men. Then followed the Brotherhood of Locomotive Firemen, an organization the influence of which is felt all over the States and Canada, far into Mexico, and even across the water to Europe. Reference was made to the labors of the Brotherhood of Trainmen and the new organization of Switchmen, who had in former days got more cuffs and kicks and ill-usage than any other railway men. Now that union stood upon an equal footing with the others, and was respected by all. The baby organization among railway men, the Brotherhood of Railway Conductors, founded on the principle of protection to its members, was alluded to and its officers spoken of as "broad gauge men," who were laboring for the advancement of the interests of the conductors in all respects. Turning to the internal working of the various bodies, the speaker pointed out that federation had placed the lowest and most humble of these organizations on the same plane as the others. The word brotherhood did not admit selfishness in the make-up of the organization. There had been in former times something of selfishness. The engineers had in some localities drawn to themselves a feeling of exclusiveness, of aristocracy—the feeling of an elderly, dignified gentleman, who did not care to compare himself with the young stripling by his side. The feeling by whomever held was wrong.

They were all wage-workers alike. Was there a man present who estimated the worth of a man by the wages he received? Such a man was in the wrong place. (Cheers.) It was wrong to estimate a man by his daily wages. He who did so put a poor estimate upon himself. In Canada there had been something of this feeling of exclusiveness, but it had been largely superceded by a spirit of brotherly love and the foundation of the "Brotherhood of Man," which would not take into consideration a man's wages or position, but his moral worth. Continuing, the speaker poked fun at the men who did not believe in the affiliation of the railroad organizations. There was a good deal of justifiable pride in the way Mr. Sargent spoke of the tea meetings at which representatives of all the brotherhoods met railway managers in their private offices and gained an advance for their constituents at home. Speaking of the federation movement, he said the federation adopted had come to stay. It was built upon a solid foundation which could not be destroyed or torn down. If the organizations outside desired admittance into the body there was a way provided, a door made by which they could come in, but federation would not be altered nor changed to their liking. But before coming in they must understand that they must affiliate with the switchmen as well as with the firemen. There must be no distinction between the man with brass buttons and punch and the brakeman who twists on the top. The men who sit around the council board of the federation must sit there as equals. In a happy frame the speaker described the difference between the man who sits on the right-hand side (the engineer) and the man on the left. A kind word that did not cost a cent was better than bickering, and brotherhood would help to bring it about. To the firemen he said, "Don't get your eye on the throttle before you handle the scoop," and to the engineers, "Treat your fireman as a man." A passing reference was made to the folly of the men who would like to federate with the firemen but "could not swallow the switchmen." In the old days there were plenty of bad engineers and firemen, and there were plenty of them yet. Organization had helped them to be better and it would help the switchmen. "Let us be brothers," was the theme of his closing words.

The address of Grand Master Sargent, was received with the most appreciative applause, and he retired, having impressed his audience with the supreme fact that in federation, as established by four of the Brotherhoods of Railway Employés, centered their hopes of the ultimate triumph of the right.

Following Mr. Sargent, Mr. D. J. Donohue was introduced. Mr. Donohue is a member of the Trade and Labor Council. He is an impressive speaker, and he did not fail to emphasize the great truths presented by Mr. Sargent. His arraignment of the aristocracy, was such as to command hearty applause, and during his remarks he extended an invitation to the members of Railway Employés organizations to affiliate with the Trades and Labor Council.

At the conclusion of Mr. Donohue's address the President introduced Mr. Charles Flanders, of the B. of R. T., and a grand trustee of that great and growing order. He took grounds in favor of federation and his remarks were well received.

Following Mr. Flanders, the President of the meeting introduced E. V. Debs, Grand Secretary and Treasurer of the B. of L. F., who, says the *Globe*—

In graphic terms spoke of the history of corporations and their treatment of wage workers, who were reduced to the position of serfs. It was to better the condition of its members, to secure an honest day's wages for an honest day's work that labor organizations had been formed. Federation was necessary as well as organization, for no single body or workers could cope successfully with a corporation extending over the country. It had cost the

engineers and firemen a million and a half of dollars to wage the fight against the C. B. & Q. railroad, and that fight never would have happened if the railway men had believed in federation three years ago. Capital in corporations had an organization, and the workmen also must combine to defend their rights. There was no disposition on the part of the organizations to antagonize their employers or create strife. It was simply to protect their own interests. He explained the federation movement as something very different from amalgamation, as a defensive organization calling all to the succor of one because an injury to one is the concern of all. During the year in which the railroad men had been federated more than twenty-five disputes had been settled without striking because of the existence of federation. The Pittsburg switchmen had received an increase of twenty per cent., although for years they had labored to that end unsuccessfully.

Turning also to the "I am holler than thou" idea, as he called it, the speaker dealt doughty blows at "the arrogant conductor, promoted after a few years as a brakeman, who turned up his head and buttoned his coat and looked down on brakemen who had more manhood in their little finger than such a conductor had in his whole make up." The underlying principle of labor organization was in the words of the Declaration of Independence, "all men are born equal," and in the words of Burns, "a man's man for a' that." His closing words were "agitate, organize and federate." And, as an example of what results from neglect of the duty he spoke of, he instanced the condition of affairs on the Philadelphia & Reading road, where the organizations were wiped out and the employes were forced to work under exasperating conditions.

The address of Mr. Debs closed the proceedings of the afternoon meeting.

In the evening a meeting was held in the same place, at which only Railroad employes were in attendance. This meeting, like the afternoon meeting, was called to order by Bro. George E. Crowhurst, who introduced Bro. J. Jameson, Master of Lodge No. 35, S. M. A. A., as permanent chairman. Bro. Jameson delivered a brief introductory address, brimful of good suggestions. And at its conclusion, by special request, the floor was granted to Mr. John S. Worr, of the Iron Moulders' Union. Mr. Worr stated the grievances of the moulders against the Gurney Manufacturing Company, in which a lock-out had been ordered, owing to the bad treatment of the men. Mr. Worr distributed circulars showing up the flagrant injustice to which the men had been subjected and the meeting took the matter under advisement.

As Mr. Worr retired the President introduced F. P. Sargent, Grand Master of the B. of L. E., who delivered a stirring address on the benefits of federation as inaugurated by the Supreme Council. Bro. Sargent reasoned cogently. His arguments were convincing and carried conviction to every mind, and his audience was in full accord with him, as was shown by frequent manifestations of approval.

Following Bro. Sargent, Bro. Hall, Chief of the local Division of the O. R. C., made a good speech, favoring federation, and following Bro. Hall, Bro. Pearson, of the B. of L. E., a veteran engineer, a grand old man, made a red-hot federation speech, which was applauded to the echo.

At the conclusion of "Pap Pearson's" address, E. V. Debs, Grand Secretary and Treasurer of the B. of L. E., was introduced. It is quite unnecessary to recite what he said. Is he not the editor of the *Locomotive Firemen's Magazine*?

The closing feature of one of the grandest Union meetings of railway employes was an excursion to

Niagara Falls, over the Grand Trunk railroad. The train consisted of about fifteen coaches, filled with railroad men and their wives and children who participated in the enjoyments incident to a view of one of the greatest wonders of the world.

As we write, we revisit, in fancy, the sublime scene. Not only Lake Erie, but the waters of all the great American inter oceans, the grandest inland seas of the world, send their waters to the ocean via Niagara. The dash, the resounding roar, the spray, the rainbows, the rapids, the whirlpool, and the peaceful gliding away to Ontario, to the St. Lawrence and to the ocean. It is enough. Such was the ending of the great Union meeting at Toronto.

The Magazine,

Brother C. W. Maier, Magazine Agent, of Great Western Lodge No. 24, at Parsons, Kansas, secured for the *Magazine* 105 subscribers, in five days, during the month of July, an average of twenty-one subscribers a day. The splendid work done by Brother Maier shows what could be done by others if they would try. Why not try? Why not take hold of the matter with a will? Parsons, Kansas, is a comparatively small city, and still Brother Maier experienced exceptional success in obtaining subscribers. Similar success awaits all our agents, if they will put forth their energies and avail themselves of opportunities.

The B. of R. T. at Hartford, Conn.

We are under obligations to Brother E. F. Cinclair, a conductor and member of Elm City Lodge No. 301, B. of R. T. for a copy of the *Hartford Daily Times* of July 21st, containing a lengthy report of a union meeting of the members of the B. of R. T. in that city on Sunday, July 20th.

There were two meetings during the day. First, a secret meeting in the morning and a public meeting during the evening. The attendance was large with representatives from nine states. Brother P. H. Morrissey, First Vice Grand Master, presided.

The speeches of those who addressed the public meeting exhibited a large comprehension of the purposes which animate labor organizations, of which the B. of R. T., since 1883 has advanced to a front place and is grandly holding its position. The meeting was a pronounced success in all regards and will be of great benefit to the Order throughout the east.

We are in receipt of a letter from Brother W. M. McKenna, Magazine Agent of May Flower Lodge, No. 415, giving an account of the death of Brother G. R. Barker, caused by an accident at Sulphur, Ky. Brother Barker was a most estimable young man, and was the main support of an aged father, three sisters and a crippled brother; he was loved by all who knew him, and his death is deplored, not only by his relatives, but by all his associates. A delegation of Brother Firemen went to Mildale, Ky., and took charge of the funeral. These tokens of brotherly regard won the thanks of the aged father and the older sisters. Misses Nettie and Clara took occasion to express their gratitude to Brothers G. B. Craig and McKenna. It is such expressions of sympathy for the bereaved that glorify our Brotherhood.

ANNUAL OUTING.

Boston Lodge No. 57, B. of L. F., Goes to Melville Garden, Downey Landing, in Boston Harbor, August 3d.

A Royal Clambake Where 1,500 Guests, Ladies and Gentlemen, Eat, Drink and are Merry.

Our Brothers of Boston Lodge, No. 57, set apart one day in the year for enjoyment, and as many of them as can get away to participate in the festivities. They call it their "annual outing" and look forward to it for a "good time coming," and are never disappointed. They know what is required to have a good time and every arrangement is made to secure success.

This year it was decided to have a picnic some fifteen or twenty miles down Boston Bay, at Melville Garden, Downey landing. No better locality could have been chosen. The voyage by steamer down the bay was one of exquisite pleasure. The fresh breeze, the view of the ocean, the white capped waves, "The blue above and the blue below" was an enjoyable introduction to the day's festivities at Melville Garden.

The guests of No. 57 were members of the Brotherhood from Concord, Fitchburg, Worcester, Hartford, Springfield, and other localities, as also a large number of engineers, conductors, trainmen and switchmen, members of their various organizations, together with a large representation of the Steam R. R. Men's Protective Association, of which Brother Charles Trenholm is President.

As a matter of course there was a full representation of ladies and their bright eyes, sunny smiles and inspiring words made the occasion throughout, all that the most exacting of the fifteen hundred pleasure seekers could have required.

Melville Garden for locality, for satisfaction of mind and in a word, for affording pleasure, fills the bill. The Committee of Arrangements of which Bro. F. F. Debby was chairman, had made no mistake. Everything moved like clock work and at the appointed hour the clambake was ready as per programme.

We shall not attempt to describe the clambake. It means everything good to eat—the luxuries of sea and land—a gastronomic feast—where the disciples of Epicurus love to be invited and to linger even after the battle of the knives and forks is ended.

The financial interests of "57" were in the hands of Brother A. W. Spurr, who attended strictly to business.

Brothers E. B. Chandler and M. F. Cleary, of Concord, N. H., contributed their full share to the enjoyments of the day and were so well pleased that they will doubtless be on hand when the next "outing" of "57," takes place.

Brother E. E. Nowell, F. L. Johnson and W. A. Clements, of Fitchburg, wished that Boston Bay was further inland and that clams grew on trees like chestnuts, in fact, our Brothers from Fitchburg, like those from Springfield and Hartford, were so fond of clams—so clamorous for clams, as to create no little anxiety in the mind of Grand Master Sargent, who makes no bones of being fond of clams himself, but,

fortunately the committee of arrangements had provided a full supply, as the mountains of shells, after the feast was over, bore convincing testimony.

At the conclusion of the feast a few attempts at speech making, as per programme, were made on full stomachs in which Grand Master Sargent was required to participate. We should do great violence to the eloquence and arguments of the speakers by any attempt at an outline of them. It is sufficient to say, the arguments were land sliders in force—something in the nature of an avalanche, and the eloquence was of the pyrotechnic style which created rapturous applause. The speech making over, the happy "outers" embarked for Boston where they arrived safe and sound at 8 p. m., voting unanimously that they had had a good time.

Union Meeting.

A large and interesting Union meeting of Railway Brotherhood men was held at Leighton, Pa., May 29, 1890. Bro. C. A. Wilson, member of Washington Lodge, No. 13, who was deputized by Grand Master Sargent to represent him at the meeting, reports the meeting as altogether successful. It was held under the auspices of R. H. Wilson Lodge, No. 384, B. of L. F., and Lodge No. 285, of the B. of R. T. The following B. of L. F. Lodges were represented: Nos. 11, 3, 13, 62, 228, 253, 251, 250, 149, 271, 272, 350, 354, 309, 291, 351, 211, and 303, and Nos. 285, 99 and 119 B. of R. T.

The public meeting was called to order at 1 p. m. by Bro. W. T. Haffords, Master of 384, and a number of addresses were delivered. Prominent in the list of speakers was Bro. Monessy, Vice Grand Master of the B. of R. T. Bro. Wilson expresses the opinion that the meeting resulted in great good to the Orders, as more men are joining the various lodges.

THE Helena, Mont., *Journal* devotes a column to the interesting ceremonies incident to the organization of Mount Helena Lodge, No. 423, B. of L. F., recently organized by Vice Grand Master Hannahan at Helena, Mont. The Lodge started out with twenty charter members, and with the following officers, viz: Master, Thomas McCarthy; Vice Master, A. H. McKay; Past Master, George Yates; Secretary, F. W. Lenzi; Collector, Joseph Wagner; Receiver, O. F. Whitehead; Warden, Edward Hawkins; Chaplain, Edward Foster; Conductor, John Gregory; Delegate to Grand Lodge, Edward Hawkins; Alternate delegate, W. J. Weatherhead; Outer Guard, J. J. Grant; Inner Guard, Wm. Bowen. The *Journal* says:

In the evening a fine banquet was spread at the Crystal restaurant, forty-four plates being laid. In the center of the table was an elegant center piece, the base being the stars and stripes; upon this was a miniature locomotive and tender surrounded by flowers, and a number of beautiful bouquets dotted the table. The following were present in addition to the officers mentioned:

James Martin, Master; Thos. Barry, Vice Master; Livingston Chapter, William Bowen, N. P.; Thos. Lynch, N. P.; Missoula Chapter, John E. Reilly, N. P.; J. L. Schute, M. U.; Butte Chapter, Ed Foster, N. P.; John Powers, N. P.; J. P. Moore, M. U.; William White, M. U.; Butte Chapter, J. M. Mortimore, M. C.; George Boomer, engineer, M. U.; Thos. A. Lynch, M. U.; C. Frederick, M. U.; Butte Chapter, Herman Granlich, M. C.; S. C. Dunn, M. C.; J. Sanders, M. C.; and others.

During the evening, Brother Hannahan was called

upon for an address, to which he responded, and referring to federation said that "national federation was bound to come; that the orders of the conductors, trainmen, switchmen, brakemen, locomotive firemen and a large majority of locomotive engineers were in favor of the federation and the only thing that prevented that grand result was the clause in the constitution of the order of the locomotive engineers, wherein it takes a two thirds vote to amend it, and that a minority of the order, led by Chief Arthur, year after year defeated the long wished for result, but he predicted it would be but a short time until the friends of federation would obtain the required strength and when the result was accomplished, there would arise the grandest order of railway men the world ever saw, standing shoulder to shoulder, demanding fairness, honesty and justice."

The meeting was in all regards a success, and the new Lodge starts out under auspices of the most encouraging character.

Field for Congress.

Wm. T. Field, of Livingston, Montana, member of Custer Lodge, No. 191, has been named for Congress by the Labor Party of his district. Brother Field has a record as a labor advocate which should enlist for him the support of every workman in his district regardless of party affiliations. He is intelligent and wide-awake, honest and conscientious and in him the people would have a staunch supporter of their rights. We hope that Brother Field may be triumphantly elected at the polls.

AMONG the many pleasant reminiscences of our visit to Toronto, none are more agreeable than our meeting with Brother Terrence Cunerty, who is *par excellence* the soul of good fellowship, and whether courting the muses as "Threlig Rhue," or weaving his fancies into his social prose, he manages to have the hours go by unobserved by those who are so fortunate as to be his guests. The twenty-year old friend, which we brought, by his request, to the Dominion of Hoosier, enjoys the climate and the repose which such restless spirits require, and grow better thereby.

It affords the *Magazine* great pleasure to state that Bro. J. F. O'Reilly, member of Vigo Lodge, No. 16, B. of L. F., and a delegate to the San Francisco Convention, has been appointed to the responsible position of Agent of the Treasury of the United States, and will probably be located in Arizona. The appointment, which is in all regards first-class, is credited largely to the influence of Grand Master Sargent, who is always willing to aid a worthy brother. Knowing Bro. O'Reilly's exceptional abilities we bespeak for him a large measure of success.

Address Wanted.

JOHN NEHER.—Who has been firing out of Denver on the Denver, Texas & Ft. Worth for the past year will learn something to his advantage by corresponding with the Secretary of Rocky Mountain Lodge No. 77.

CHAS. C. LIVINGSTON.—Formerly a fireman located at Boone, Ia., and Moberly, Mo., is requested to address Theo. C. Livingston, 1016, Howard street, Omaha, Neb.

Acknowledgments.

YOUNG'S CREEK, MO., July 24th, 1890.

To the Officers and Members of West End Lodge No. 18:

GENTLEMEN:—Please allow me to return my sincere thanks for your brotherly kindness in taking charge of and accompanying the remains of my dear son Gustavus Howard to Godfrey, Ill. I also thank you for the draft for fifteen hundred dollars which I received of Mr. George W. Michel July 7th. May our Heavenly Father keep and guard you all against similar accident will ever be my prayer.

Mrs. Maria Howard.

COKEVILLE, WYOMING, Aug. 12, 1890.

To the Brotherhood of Locomotive Firemen of Lodge, No. 88, Evanston, Wyoming:

I desire to return my sincere thanks to you for the prompt payment of the policy held by my husband, L. W. Putnam, also for your kindness shown my husband during his sickness, and to myself and children at the time of funeral.

My earnest prayer is for God's blessing to ever abide with those who were so kind to me in my sorrow.

Mrs. L. W. Putnam.

INDIANAPOLIS, IND., July 25th, 1890.

To the Brotherhood of Locomotive Firemen:

Allow me to state my love for the "Brotherhood." During the darkest hours of my life the kindness rendered me by the members of "Good Will" Lodge at Logansport has caused me to have a life long interest in the welfare of so good an Order and endless respect for men so true to obligations which they have taken. Allow me also to acknowledge the receipt of \$1,500. To a poor widow it is quite a benefit indeed. With best wishes for the Brotherhood, including the Grand Lodge.

I remain your humble servant,

Mrs. George Cumming.

ELMIRA, N. Y., July 8, 1890.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to offer my sincere thanks for a draft of \$1,500, the amount of insurance held by my late husband, Daniel Hogan. It was presented to me by H. F. Millins, who is prompt in his duties as an officer. My heartfelt thanks are tendered to Liberty Lodge No. 212 for their many acts of kindness to me in my time of affliction and sorrow and for the handsome floral design. May God bless each and every one of you and may the Brotherhood prosper and be to others as it has truly been to me, a friend to the widow.

Very respectfully,

Mrs. Daniel Hogan.

SPRAGUE, WASH., July 22d, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to extend my sincere thanks to the Hercules Lodge No. 63, Brotherhood of Locomotive Firemen, for fifteen hundred dollars (\$1,500), the amount due me by the death of my beloved husband, J. C. Burroughs. I also wish to thank the Lodge for kindness received at the burial of my husband. Thanks also to Terre Haute Lodge who attended. I wish to thank Sprague Lodge No. 133 for kindness received from them, especially Brothers Chunk and Stephens for their devotion toward a brother and kindness shown to me through those sad and dark hours. Thanks also to George Kendall who accompanied me east with the remains. May Heaven's blessing ever rest on the Brotherhood.

Yours truly,

Mrs. J. C. Burroughs.

U. S. PENSION OFFICE, Chicago, Ill., Aug. 4th, 1890.

E. V. Debs, Editor of Locomotive Firemen's Magazine:

SIR:—I have only seen one number of your Magazine, but I must beg for space enough to acknowledge my deep gratitude and sincere thanks to the engineers at Long Pine and at Chadron, Neb., for their tender loving care of Charles W. Heaton, who was

fatally injured July 4, 1890, at Long Pine. He was moved to Chadron, and died there July 24th. His remains were sent to our old home at Dixon, Ill., in charge of Mr. L. V. Bowman, a brother fireman, to whom I desire especial thanks for his care and sympathy. God bless such men as Charlie had for friends. God bless such men! The world is better for such brave, true, tender and great loving natures be where they may. If I am only Charlie's step-mother, I loved him very truly, and very very sincerely and gratefully thank everyone who was kind to him. Very respectfully,

E. A. Heaton.

POLITICS AND POLITICIANS.

Boston Labor Leader: We confess to little sympathy with those chumps who are all the time seeking to injure fellow-workers in organized labor by shouting, "He's a politician."

What is it to be "a politician?" In the right sense of the word, it is the duty of every citizen to be one. It has been well said that a man who does not exercise his political rights thereby shows his unfitness to have any such rights.

Things have come to a pretty pass, when it is held a crime for a man to speak and work for the advancement of political principles in which he honestly believes.

One might well make the answer to the accusation of being a politician, that Abraham Lincoln once made when as a law-student, he was reminded that there were many rogues in the legal profession.

"All the more reason," said the embryonic statesman, "that there should be one more honest man a lawyer."

When intelligent men look upon politics in this light, it will be well for them and for government.

Let us have less of this rot about politicians and a little more study of and interest in politics as the science of government.

SOMETHING NEW IN WEDDING PRESENTS.

New York Tribune: We learn from a valued Kansas exchange which comes to us weekly that an important wedding took place there recently, the eldest son of the popular justice of the peace of the village marrying the youngest daughter of another prominent citizen. This is not remarkable in itself, nor, perhaps, were the wedding offerings, though they are worth passing mention. "Among the many beautiful and costly presents to the happy couple just launched upon the sea of matrimony"—we quote directly from our contemporary—"were a fine double-barrelled shotgun from the groom's father and an excellent shorthorn cow, a remembrance from the bride's mother. Jim was already possessed of a good pointer dog, so he is now well fixed for housekeeping."

GRADY'S LAST CHRISTMAS.

Atlanta Constitution: There are so many little incidents of his life among us which are made up of pleasure and pain at this hour. Well do I remember how he spent his last year's holiday season, and the little story he told me of it as I sat in his office one morning after New Year's. He had visited his mother in Athens, Christmas week, and he said: "I don't think I ever felt happier than when I reached the little home of my boyhood. I got there at night. She had saved supper for me, and she

had remembered all the things I liked. She toasted me some cheese over the fire. Why, I hadn't tasted anything like it since I put on my round jackets. And then she had some home-made candy she knew I used to love, and, bless her heart, I just felt sixteen again as we sat and talked, and she told me how she prayed for me and thought of me always, and what a brightness I had been to her life, and how she heard me coming home in every boy that whistled along the street. When I went to bed she came and tucked the covers all around me in the dear old way that none but a mother's hands know, and I felt so happy, and so peaceful, and so full of tender love and tender memories that I cried happy, grateful tears until I went to sleep." When he finished his eyes were full of tears, and so were mine. He brushed his hand across his brow swiftly and said, laughingly, "Why, what are you crying about? What do you know about all this sort of feeling?"

THE WHITE MAN AND BUSHYHEAD.

Chief Bushyhead, of the Cherokee Nation, was here a while ago, says a Washington *Star* writer, and, seeing him crossing the lobby at Willard's, I asked a friend who was with me, named Van Wyck, if he would like to be introduced.

"Why," said Van Wyck, astonished, "you don't mean to say that handsomely dressed and distinguished looking man over there is an Indian?"

"Decidedly, yes," I replied. "Here he comes, now. Mr. Bushyhead, let me introduce my friend, Mr. Van Wyck."

"Happy to meet you, Mr. Van Wyck."

"Charmed to have the privilege of knowing you, Mr. Bushyhead. And really,—I hope you'll excuse the remark,—you are quite—er—civilized, aren't you?"

"I trust so," blandly responded the chief, ex-Governor of Indian Territory, and one of the very rich men of that enlightened and prosperous region.

"And are all the Indians in your tribe as civilized as yourself?" inquired Van Wyck.

"Oh, yes."

"Do you live in tents and wigwams?"

"Certainly. Here is a picture of my own wigwam."

And the chief drew from the inside pocket of his coat a photograph of a beautiful Queen Anne cottage, which could not have cost less than \$35,000.

"That is my summer wigwam," said Bushyhead, with great affability. "I have another for winter, in town."

Van Wyck, who had disregarded the nudges I gave him while he was putting his questions, "tumbled" at last. I understand that he has been kicking himself ever since.

THE Spanish government is a hard master. It pays the workmen in the Almaden quicksilver mines, which yield an enormous revenue, only 20 cents per day, and owing to the deleterious nature of the work the strongest men can only labor two days in the week. After five or six years' work the miner become disabled altogether, when the government magnanimously gives them a license to beg.

USUALLY GETS WHAT HE ISN'T AFTER.

The man who sues for slander usually gets it.—*Wilkesbarre Leader.*

A COLORADO PHILOSOPHER.

He stood by the fence of a mountain ranch,
 A pitiful sad-eyed burro:
 There wasn't an edible, leaf or branch,
 And the alkali ground
 For miles around
 Had never a sign of furrow.
 "Ah, me!" he sighed, "I'm sad it's so,
 But life is an endless tussle:
 They've let me go in the storm and snow,
 For they know I am used to rustle."
 "I can go a day on a sardine can,
 And two on a scrap of leather:
 I have lived a week on a Chinese fan,
 And it's even plain
 That I sometime gain
 On only a change of weather.
 The lazy ones feed on hay, indeed!
 But I, who have nerve and muscle—
 They say: 'He'll do; he will worry through;
 He's a wonderful brute to rustle!'"
 O! sorrowful burro, thin and sad!
 I feel to you like a brother.
 With the human race it's just as bad,
 For the tramp and shirk
 Must escape from work
 By the bountiful sweat of another.
 There are some that stand with glove in hand
 In the infinite toil and bustle:
 They sing and play, but they've lots of hay—
 They never have learned to rustle!

Charles P. Allen in Cosmopolitan.

ENGLISH MONOPOLIES THREE CENTURIES AGO.

Macauley in his introductory chapter of his History of England says: "The English sovereigns had always been intrusted with the supreme direction of commercial police. It was their undoubted prerogative to regulate coin, weights and measures and to appoint fairs, markets and ports. * * They therefore, as usual, encroached on the province which rightfully belonged to the legislature. The encroachment was, as usual, patiently borne till it became serious. But at length Queen Elizabeth took upon herself to grant patents to monopoly by scores. There was scarcely a family in the realm which did not feel itself aggrieved by the oppression and extortion which this abuse naturally caused. Iron, oil, vinegar, coal, saltpetre, lead, starch, yarn, skins, leather, glass, could be bought only at exorbitant prices. The House of Commons met in an angry and determined mood. It was in vain that a courtly minority blamed the Speaker for suffering the acts of the Queen's Highness to be called in question. The language of the discontented party was high and menacing and was echoed by the voice of the whole nation. The coach of the chief minister of the crown was surrounded by an indignant populace, who cursed the monopolies and exclaimed that the prerogative should not be suffered to touch the old liberties of England. There seemed for a moment to be some danger that the long and glorious reign of Elizabeth would have a shameful and disastrous end. She, however, with admirable judgment and temper, declined the contest, put herself at the head of the reforming party, redressed the grievance, thanked the Commons, in touching and dignified language, for their tender care of the general weal, brought back to herself the hearts of the people, and left to her successors a memorable example of the way in which it behooves a ruler to deal with public movements which he has not the means of resisting.

[FOURTEEN HOURS A DAY.

If the man who toils fourteen hours a day, wears overalls and a check shirt, and his wife wears a poor quality of calico, how does it happen that the fellow who never works at all, wears broadcloth and his wife wears silk? Please answer, some one who believes in taxing the many for the enrichment of the few.—*Alliance Herald.*

The man who toils fourteen hours a day to create products to exchange with those who work shorter hours, acknowledges by his actions that his labor is not worth as much as theirs, and if he continues to let plug hats and broadcloth tell him how to vote, his fourteen hours a day will be worth even less than now. No one will place a higher estimate on his labor than he does himself. The man who works the shortest hours gets the best pay. Short hours make high wages, and high wages make good prices for products and good prices for products make prosperous farmers. The farmer's long-hour day only tends to his impoverishment by compelling him to neglect the cultivation of his brain. As long as he does this, of course he will be a toiling serf for the well-fed non-producers. The mechanics of the country see this, and move for shorter hours so as to have time to think. Let farmers do likewise and cultivate less grain and more brains, and they will soon bring the whole world to their feet. The cultivators of the soil control the staff of life, and are masters of the situation. If they only knew it; but as long as they toil fourteen hours a day, they are not likely to find it out very rapidly, and they will continue to turn this "staff of life" over to "wheat rings" and "the big four."—*Industrial Age.*

COLOR BLIND TEST.

Dr. H. E. Lediard, of Carlisle, England, Surgeon to the Railway Companies in that district, has devised an instrument which he thinks will serve all purposes for color blind tests. It consists of a holder with a revolving disc of colored glass—purple, mauve, green, yellow, the equivalent of a white signal lamp, blue and red, which, it will be seen, include all the colors used on railways. The holder is held in front of a light, and the surgeon examines the color sight of the candidate by revolving the disc and bringing the separate colored glasses in front of the orifice through which the flame shines—thus exactly imitating the usual signal lamp. He suggests that the addition of a piece of smoked glass would make the colors much the same as they appear in a fog. It is not convenient always to test on an actual line of railway: but a test with this instrument, in which the examiner can change the colors quickly, would at least weed out those who are positively color blind.

HISTORY.

In 1517 Charles V. gave the Marquis de la Bresa a monopoly for eight years of importing slaves to the American Colonies; but soon a very extensive and profitable monopoly sprang up in which England procured its share of the peace of Utrecht (1713), when Spain was compelled to allow her to import 144,000 slaves for her American Colonies.

THE VELOCITY OF LIGHT.

Light moves with the amazing velocity of 185,000 miles a second, a speed a million times as great as that of a rifle-bullet. It would make the circuit of the earth's circumference, at the equator, seven times in one beat of the pendulum.

For a long time light was thought to be instantaneous, but it is now known to have a measurable velocity. The discovery was first made by means of the eclipses of Jupiter's satellites.

Jupiter, like the earth, casts a shadow, and when his moons pass through it, they are eclipsed, just as our moon is eclipsed when passing through the earth's shadow. Jupiter's shadow far surpasses in magnitude that of the earth. His moons revolve around him much more rapidly than our moon revolves around the earth, and their orbits are nearly in the plane of the planet's orbit. Consequently they all, with the exception of the fourth and most distant satellite, pass through the planet's shadow, and are eclipsed at every revolution.

Bemer, a Danish astronomer, made in 1675 some various observations in regard to the times of the occurrences of these eclipses. When Jupiter is nearest the earth, the eclipses occur about sixteen minutes earlier than when he is most distant from the earth. The difference in distance between the two points is about 185,000,000 miles, the diameter of the earth's orbit, or twice her distance from the sun.

It takes light, therefore, sixteen minutes to travel the diameter of the earth's orbit and half that time to span the distance between the sun and the earth. Light is thus shown to travel 185,000 miles in second, and to take eight minutes or, more exactly, 480 seconds, in coming from the sun to the earth.

It follows that we do not see the sun until eight minutes after sunrise, and that we do see him eight minutes after sunset. When we look at a star we do

106	177	248	319	390
107	178	249	320	391
108	179	250	321	392
109	180	251	322	393
110	181	252	323	394
111	182	253	324	395
112	183	254	325	396
113	184	255	326	397
114	185	256	327	398
115	186	257	328	399
116	187	70 258	329	400
117	188	259	330	401
118	189	78 260	331	402
119	190	261	332	\$86 403
120	191	262	333	404
121	192	168 263	334	405
122	193	264	335	406
123	194	265	336	407
124	\$92 195	266	337	408
125	196	267	338	409
126	197	268	339	410
127	198	269	340	411
128	199	270	341	412
129	200	271	342	413
130	201	272	343	414
131	202	273	344	415
132	203	274	58 345	416
133	204	275	346	417
134	205	276	347	418
135	206	277	348	419
136	207	278	34 349	420
137	208	279	350	421
138	209	280	351	422
139	210	281	352	423
140	211	282	353	424
141	212	283	354	425
142	213	284	355	426

TOWED BY A SWORDFISH.

A Block Island Fisherman Entangled in the Harpoon Line.

A letter from Block Island says: J. B. Allen, an Island fisherman, had a thrilling experience with a swordfish. Saturday, fishing in one of the Block Island schooners, eight or ten miles at sea. The harpooner had thrown the "lily iron" and fastened it deeply into a monster swordfish, and Allen attempted to throw overboard the float that goes with the harpoon. He became entangled in the line and just then the fish made a terrific plunge. Allen went overboard, with the rope coiled tightly about his body, and the great fish, lashing the ocean into a foam, made off rapidly, dragging the fisherman out to sea. Allen made a desperate effort to extricate himself, but half the time he was drawn along furiously beneath the ocean's surface. His companions on the vessel turned her prow in the direction he was being drawn, but could do nothing else to aid him. Every one believed that he must be drowned, as he went bobbing and plunging out to sea. But Allen preserved his presence of mind, and finally succeeded in releasing himself from the coils of the rope. He rose to the surface and floated. A few moments later his vessel came along, and he was pulled on board. He was almost completely exhausted. Then the vessel put chase after the swordfish, which was killed. It was the largest swordfish of the season. Its weight was 500 pounds.

THE STREETS OF PARIS.

Paris keeps the streets clean by not permitting them to get dirty. An American unsuspectingly tore a letter in two and dropped the pieces in the gutter recently, just as he had doubtless done a hundred times at home. A moment later a policeman invited him to retrace his steps and gather up the fragment of waste paper, on the penalty of being arrested. The American was a sensible man, and instead of protesting that America was the only free country on earth, he then and there learned a valuable lesson, and subsequently expressed his admiration of a city which showed such respect for itself.—*San Francisco Argonaut.*

WHO WON THE BATTLE?

St. Louis Republic: Two youths came out of the Colosseum the other night just ahead of me, and as I followed them down the avenue one of them observed: "That battle of Gettysburg must have been a awful thing!"
"You bet!" was the terse rejoinder.
"Glad we went."
"So'm I."
They walked a few steps in silence, and then the first one suddenly stopped and exclaimed:
"What fools!"
3. "Who?"
"We."
"Why?"
"We never asked nobody which side licked."

INFANTILE KNOWLEDGE.

The orderly mother with a walking baby in the house has a place for everything—and the baby knows where it is.—*Somerville Journal.*

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

SEPTEMBER, 1890.



Assessment Notice for September.

OFFICE OF GRAND LODGE, B. OF L. F.
TERRE HAUTE, IND., September 1, 1890.

ASSESSMENT No. 14, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the Order, viz:

CLAIM No. 285. Thomas Higgins, of Black River Lodge, No. 216, was declared totally disabled by Acts of Leg, June 2, 1890.

CLAIM No. 286. Jos. Ottys, of Old Fort Lodge, No. 347, was killed in a Collision, July 14, 1890.

CLAIM No. 287. William Collopy, of Rochester Lodge, No. 99, died from Injuries received in a Collision, July 15, 1890.

CLAIM No. 288. James J. Day, of Magdalena Lodge, No. 261, was killed by Railroad Accident, July 18, 1890.

CLAIM No. 289. Daniel Broderick, of Folwell Lodge, No. 326, was killed in a Collision, July 17, 1890.

CLAIM No. 290. E. D. White, of Eureka Lodge, No. 14, died of Abscess of Liver, July 18, 1890.

CLAIM No. 291. Patrick Duffy, of Central Park Lodge, No. 257, was killed in a Collision, July 20, 1890.

CLAIM No. 292. Maurice C. Ready, of Tippecanoe Lodge, No. 36, died of Heart Disease, July 23, 1890.

CLAIM No. 293. George R. Barker, of Mayflower Lodge, No. 415, died from Injuries received in a Railroad Accident, July 27, 1890.

CLAIM No. 294. Fred M. Stebbins, of Cooke Lodge, No. 358, was Accidentally Drowned, July 30, 1890.

CLAIM No. 295. George M. Kohl, of Clifton Heights Lodge, No. 268, was killed in a Collision, August 1, 1890.

CLAIM No. 296. Charles G. Apgar, of Fairmount Lodge, No. 333, died of Brain Disease, August 1, 1890.

CLAIM No. 297. George A. Lighthart, of Rochester Lodge, No. 99, was killed in a Collision, August 1, 1890.

CLAIM No. 298. John H. May, of Adopted Father Lodge, No. 3, was killed by being Struck by Signal Pole, August 23, 1890.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and you are required to forward said amount for each claim whose name appears on the rolls September 1, 1890, provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than September 20th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

... railway Companies in that district, has devised an instrument which he thinks will serve all purposes for color blind tests. It consists of a holder with a revolving disc of colored glass—purple, magenta, green, yellow, the equivalent of a white signal lamp, blue and red, which, it will be seen, include all the colors used on railways. The holder is held in front of a light, and the surgeon examines the color of the candidate by revolving the disc and bringing the separate colored glasses in front of the orifice through which the flame shines—thus exactly imitating the usual signal lamp. He suggests that the addition of a piece of smoked glass would make the colors much the same as they appear in a fog. It is not convenient always to test on an actual live railway; but a test with this instrument, in which the examiner can change the colors quickly, would at least weed out those who are positively color blind.

HISTORY.

In 1517 Charles V. gave the Marquis de la Bresse monopoly for eight years of importing slaves to the American Colonies; but soon a very extensive and profitable monopoly sprang up in which England procured its share of the peace of Utrecht (1713) when Spain was compelled to allow her to import 144,000 slaves for her American Colonies.

Beneficiary Statement.**RECEIPTS.**

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., August 1, 1890. }

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month of July, 1890:

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	72	143	214	285	356						
2	73	144	215	286	357						
3	74	145	216	287	358						
4	75	146	217	288	359						
5	76	147	218	289	360						
6	77	148	219	290	361						
7	78	149	220	291	362						
8	79	150	221	292	363						
9	80	151	222	293	364						
10	81	152	\$104 223	\$44 294	365						
11	82	153	224	118 295	366						
12	83	154	225	296	367						
13	84	155	226	297	368						
14	85	156	62 227	298	369						
15	86	157	228	299	370						
16	87	158	229	300	371						
17	88	159	230	301	372						
18	89	160	231	302	373						
19	90	161	232	303	374						
20	91	162	233	304	375						
21	92	163	234	305	376						
22	93	164	235	306	377						
23	94	165	236	307	378						
24	95	166	237	308	379						
25	96	167	238	309	380						
26	97	168	239	310	381						
27	98	169	240	311	382						
28	99	170	241	312	383						
29	100	171	242	313	384						
30	101	172	110 243	314	385	\$14					
31	102	173	124 244	315	386						
32	103	174	245	316	387						
33	104	175	246	317	388						
34	105	176	247	318	389						
35	106	177	248	319	390						
36	107	178	249	320	391						
37	108	179	250	321	392						
38	109	180	251	322	393						
39	110	181	252	323	394						
40	111	182	253	324	395						
41	112	183	254	325	396						
42	113	184	255	326	397						
43	114	185	256	327	398						
44	115	186	257	328	399						
45	116	187	70 258	329	400						
46	117	188	259	330	401						
47	118	189	78 260	331	402						
48	119	190	261	332	403	\$86					
49	120	191	262	333	404						
50	121	192	168 263	334	405						
51	122	193	264	335	406						
52	123	194	265	336	407						
53	124	195	266	337	408						
54	125	196	267	338	409						
55	126	197	268	339	410	42					
56	127	198	269	340	411						
57	128	199	270	341	412						
58	129	200	271	342	413						
59	130	201	272	343	414						
60	131	202	273	344	415						
61	132	203	274	58 345	416						
62	133	204	275	346	417						
63	134	205	276	347	418						
64	135	206	277	348	419						
65	136	207	278	34 349	420						
66	137	208	279	350	421						
67	138	209	280	351	422						
68	139	210	281	352	423						
69	140	211	282	353	424						
70	141	212	283	354							
71	142	213	284	355							

Balance on hand July 1, 1890 \$55,326 75
Received during month 1,232 00

Total balance on hand August 1, 1890 . . \$56,558 75
Respectfully submitted,
EUGENE V. DEBS, G. S. & T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
1702 N Main St., Joseph, Mo.

C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON . 141 Pacific Ave., Jersey City, N. J.

GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
317 Bell St., West Philadelphia, Pa.

W. F. HYNES Secretary
935 Eleventh St., Denver, Col.

J. J. LEAHY . . 2627 Fremont St., Philadelphia, Pa

SIDNEY VAUGHAN, Gloster, Miss

C. J. SINGLETON L. Box 835, Mattoon, Ill

Subordinate Lodges.**1. DEER PARK; Port Jervis, N. Y.**

Meets in Deerpark Hall, every Thursday at 7:30 P. M.

James H. Fordyce, 13 Church st Master
Patrick Smith Secretary
Chas. Snyder Collector
John Walsh 1 New York st Receiver
James H. Fordyce, 13 Church St, Magazine Agent

2. SPARTAN; Monro, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.

Thos. F. Doran Master
Chas. M. Hill, Box 145 Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Clint Williams Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.

James E. Welsh, 201 Pavonia ave Master
Chas. W. Martin, 121 Academy st Secretary
J. B. Sweet, 125 Academy St Collector
J. B. Sweet, 125 Academy St Receiver
S. Simpson, 100 Irving St., Rahway Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 58 Temple St., 1st and 3d Sunday.

Jas. E. Cook, St. John st. Master
C. D. Getchell, 249 York st. Secretary
A. E. Dennison, 23 Merrill st. Collector
F. A. Huft, 47 Hanover st. Receiver
F. H. Pember, 83 India St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30 P. M.

C. M. Dyer, Box 1273 Master
James W. Finney, Box 1273 Secretary
M. McCarthy, Box 1273 Collector
Wm. Crouse, Box 1273 Receiver
G. Corbett, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

F. W. Gratiot, Box 298 Master
Alexander Williams, L Box 212 Secretary
Harry Hart Collector
Fred. Showman Receiver
D. J. Roach, L Box 18 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCauley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.

R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 29 Virginia Ave., S. W. Secretary
W. H. Bailey, 1009 New Jersey ave. S. E. Collector
J. B. May, 12 D st. S. E. Receiver
H. A. Wilvert, 29 Virginia ave., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., alternate Saturdays at 2 P. M. and alternate Saturdays at 7 P. M. next

Jerry Scott, 420 Morgan St. Master
M. L. Hann, 326 Hull st. Secretary
T. W. Weaver, 700 W. Munson st. Collector
J. F. Cramer, 614 Owing st. Receiver
Jas. K. Fairley, 406 Travis Ave. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.

F. J. Kistler, 212, 214 S. High St. Master
C. C. Coit, 996 Pennsylvania Ave. Secretary
Geo. H. Landon, Pan Handle run house, Collector
F. J. Kistler, 212, 214 S. High St. Receiver
Leonard Lawrence, 890 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

E. Manzelmam, 12 Tremont st. Master
R. Tate, 25 Abram st. Secretary
A. G. Laubscher, 18 Seward St., West Cleveland Collector
T. P. Curtis, 41 W. Madison St. Receiver
A. G. Laubscher, 18 Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.

Nathan Strouse Master
A. C. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 96 Receiver
Abram M. Vanatta Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

W. R. Driscoll, 75 Pine st. Master
M. Donahue, 49 Morgan st. Secretary
Wm. J. Stone, 6 Seymour st. Collector
P. J. McNamara, 70 Michigan St. Receiver
Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

Alphus Galloway, Suydam ave. Master
Jos. F. Neiman, 140 Pacific ave. Secretary
Edward F. Jones, 111 Pacific ave. Collector
Wm. J. Lewis, 225 Whiton St. Receiver
A. Neigert, 15 Hamilton St., Newark Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Wm. J. Hugo, 79 North Noble st. Master
Geo. P. Kern, 77 E. Morris St. Secretary
E. J. Kline, 631 North West St. Collector
W. J. Hugo, 79 N. Noble St. Receiver
Chas. McCauley, 123 S. Noble St. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

Thos. Wilson, 238 Magdalen st. Master
James Ashcroft, 240 Magdalen St., Point St. Charles Secretary
Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
H. J. Clarke, 154 Charron St., Point St. Charles Receiver
A. Blair, 32 Favard St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.

Frank Dupell, 922 N 9th St. Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Balesdorf, 203 N 12th St. Collector
C. A. Bennett, 1004 N 9th St. Receiver
E. W. Bundy, 702 N 14½ St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7:30 P. M.

O. E. Collins Master
L. V. Bowman Secretary
M. Devaney Collector
J. E. Platner Receiver
A. F. Gehm Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.

Albert Disney Master
John Ried Secretary
J. J. Day Collector
Rufus McCormack Receiver
J. F. Neary Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.

Jesse W. Swaney Master
Tom. J. Giffen, Box 33 Secretary
Henry Bowers Collector
R. B. Middlemiss Receiver
W. B. Van Horn Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7 P. M.

Rob. W. Hoag Master
George C. Wells, Box 117 Secretary
George Morse, Box 400 Collector
John F. Taylor Receiver
Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.

Wm. Merkle, 810 Chambers St. Master
D. R. Martin, 94 Chouteau Ave. Secretary
Eli Giclas, 94 Chouteau Ave. Collector
Wm. C. Linck, 2303 St. Louis Ave. Receiver
F. W. Hinkley, 105 S. 20th St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. F. Hall, 2d and 4th Sundays.

Daniel O'Connor	Master
Scott Bussey	Secretary
S. Gibson	Collector
Jno. Heller	Receiver
S. Gibson	Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.

Joshua Proctor, Box 60	Master
John S. Ott, L. Box 523	Secretary
A. P. Jesselyn, L. Box 503	Collector
John S. Ott, L. Box 523	Receiver
Joshua Proctor, Box 60	Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in Brotherhood Hall, Forest Ave., every Wednesday at 1:30 P. M.

I. B. McVillie, Box 221	Master
Wm. Morris, Box 310	Secretary
Curtis Parsons, Box 205	Collector
Lot. Brandenberg	Receiver
Charles W. Maier, Box 514	Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

H. C. Birron	Master
James Rogers	Secretary
James Rogers	Collector
W. H. Cummings	Receiver
N. Burlingame	Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall., 2d and 4th Mondays

Robt. Wilcox	Master
Fred VanLeshout	Secretary
Corey Clark	Collector
Frank R. Melcher, Box 639	Receiver
S. A. McFadden, Box 593	Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.

W. H. Coffey, 436 A ave W	Master
Jos. R. Byerly, 403 G Ave., West	Secretary
Frank Hunter, 202 Second st W	Collector
W. C. Byers, 332 G ave W	Receiver
Chas. R. Kimbro, Room A, Opera House	Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.

Thomas Burney, Box 285	Master
Ralph O. Chamberlain, Box 257	Secretary
Lewis C. Clark, Box 105	Collector
Howard F. Jeffrey, Box 257	Receiver
F. J. Doran, Box 623	Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each month, corner Second and Main Sts.

John Humphrey	Master
J. H. Fulton, Box 706	Secretary
Alex. Mottershead	Collector
Lewis Leitner, Box 826	Receiver
C. F. Larsen, Box 301	Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.

W. E. Penn	Master
R. A. Corson, Box 1151	Secretary
A. Livingston	Collector
R. A. Corson, Box 1154	Receiver
F. C. Wight	Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Woodman's Hall, cor. 6th and Kansas Ave.

Jno. O'Connor, 1428 Santa Fe st	Master
Jno. W. Higdon, 1511 Commercial st	Secretary
Chas. Bennington, 1413 Santa Fe st	Collector
John O'Connor, 1428 Santa Fe st	Receiver
Frank Short, 1511 Main st	Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.

John McKenna	Master
Gus. A. Ebeling, Box 143	Secretary
Gus. A. Ebeling, Box 143	Collector
George McClure, Box 205	Receiver
Harry Stigall	Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays, at 7:30 P. M.

Thomas E. Torpey	Master
C. H. Torpey	Secretary
Chas. W. Gallup	Collector
Wm. C. Gallup	Receiver
C. H. Torpey	Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.

J. M. Wright	Master
Chas. W. Koons, Chaney	Secretary
Frank Kitch, 8th and Stockholm sts	Collector
Thomas E. Bulen, 619 6th Ave	Receiver
Jos. F. Butler, 1705 S. 5th St	Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.

Thos. W. Monahan, Box 458	Master
J. F. Underwood	Secretary
Chas. F. Reizer, Box 205, Galena	Collector
James Lavell, Box 490	Receiver
J. W. Meyer, L. Box 77	Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Masonic Hall, 6th and Columbia Sts, at 2 P. M., Sundays.

Charles Ernst, U. S. Express Co	Master
Albert H. Kelley 98 Green St	Secretary
Geo. Smith	Collector
W. R. Johnson, 110 S 4th St	Receiver
	Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.

H. G. Cormick	Master
W. D. Holton	Secretary
H. H. Banks	Collector
Gco. C. Cairns	Receiver
T. P. Prickett	Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.

Thomas Doland, Box 318	Master
J. T. Burke, Box 318	Secretary
William O'Brien, Box 318	Collector
George Nursey, Box 318	Receiver
Alfred C. Sauls, Box 318	Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d Sunday and 4th Monday at 2 P. M.

J. C. Kane, 2701 6th ave	Master
Daniel H. Moroney, 8th Ave. & 27th St	Secretary
John F. Carney, 2225 Vine St	Collector
Daniel H. Moroney, 8th Ave. & 27th St	Receiver
Jas. Moroney, 2119 3 Ave	Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.

W. E. Suge, 1110 N. Mason st	Master
James Kerr, 712 W Locust st	Secretary
James Kerr, 712 W Locust st	Collector
Ed. W. Spreen, 706 N Mason St	Receiver
Thomas Powderly, 1208 Western Ave.	Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.

Joseph Swable Master
N. H. Olson, L. B. 173 Secretary
Samuel Butson Collector
Walter H. Morris, Drawer 5 Receiver
F. C. Parker, L. Box 173 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Kishner's Hall, Felix St. and Market Square, 2d and 4th Sundays at 2:30 P. M.

Byron B. Wilber, 901 W. Johnson st. Master
F. Lawrence, 416 W. Mifflin St. Secretary
John Harrington, 520 W. Main St. Collector
Byron B. Wilber, 209 Park St. Receiver
Frank Lawrence, 416 W. Mifflin St. Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d Thursdays.

W. E. Sullivan, 2219 S. 6th St. Master
W. E. Bristow, 516, cor 5th and Maple Secretary
W. E. Sullivan, 2219 S. 6th St. Collector
C. B. Ricker, 705 So. 10th st. Receiver
H. E. Slater, 906 Pacific St. Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.

Phil. C. Cramer, Box 68 Master
W. W. Gillis, Box 529 Secretary
Jacob Youngmans Collector
Phil. May Receiver
I. E. Goodin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.

T. P. Homard, 1106 W. Fourth st. Master
A. J. Bailey, 104 Ringo st. Secretary
William Smith, 206 S. Cross St. Collector
George Emery, 1009 North St. Receiver
Albert Wade, 1316 North St. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.

E. W. Rowland, 901 Capitol ave. Master
C. G. Brittingham, 901 Capitol ave. Secretary
J. F. Magers Collector
S. A. Fudge, E. Jackson st. Receiver
E. W. Anderson, 705 S. 9th St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.

Lawrence Murphy, 1474 Indiana Ave. Master
George Porter, 1509 Indiana Ave. Secretary
George Porter, 1509 Indiana Ave. Collector
Ben. Busch, 1308 Indiana Ave. Receiver
M. Jones, 1635 Wabash Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.

Wm. F. Scott Master
W. A. McMillan, 206 State st. Secretary
W. A. McMillan, 206 State St. Collector
George C. Watt, 617 1st St. Receiver
A. G. Elbertson, 711 N. Adams St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.

Wm. H. Slater, 422 N. Morgan st. Master
Dan Dineen, 537 N. Broadway Secretary
August Nalefski, Railroad ave. Collector
A. H. Sutton, 975 N. Water St. Receiver
E. J. Wilkins, 1330 E. William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M., and 2d and 4th Saturdays at 7:30 P. M.

Calvin M. Wolcott, 5001 State St. Master
W. H. Greene 1900 Dearborn st. Secretary
C. D. Dickerman, 5142 Dearborn St. Collector
T. G. Berry, 337 46th St. Receiver
F. C. Hannahan, 4087 Dearborn St. Mag. Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.

John S. Carson, Box 437, Station A, Springfield Master
Michael Gaffney, Box 277 Springfield Secretary
Geo. A. Hasler, Station A, Springfield Collector
John S. Carson, Box 437, Station A, Springfield Receiver
Michael Gaffney, Box 277, Springfield, Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., 1st and 3d Sundays at 2 P. M. and 2d and 4th Mondays at 7:30 P. M.

Roger Flaherty, 722 Miami st. Master
J. A. Holland, 846 N. Sycamore st. Secretary
A. W. Cook, 1712 George st. Collector
F. P. Bean, 202 Bate st. Receiver
M. Porter, 1523 High St. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 1:30 P. M.

George Cheshiro, 16 Neosho st. Master
H. M. Seagondollar, 118 Congress st. Secretary
Ira M. Hadley, 110 Neosho st. Collector
Howard Galey, 332 Congress st. Receiver
E. Bryson, 326 West st. Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.

J. H. Stannard, L. Box 242 Master
T. J. Clayton, L. Box 1451 Secretary
M. Sullivan, Box, 766 Collector
M. H. Evans, L. Box 113 Receiver
M. Sullivan, Box 766 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.

J. L. Sellers, L. & N. Shops Master
A. S. Klyce, 115 Hill st. Secretary
J. H. Davis, L. & N. Shops Collector
A. S. Klyce, 115 Hill St. Receiver
Wm. Shanley, 298 High st. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.

W. E. Baldwin, L. Box 400 Master
Charles H. Runyan Secretary
Joseph J. Smith, Box 51 Collector
T. A. Newcomb Receiver
W. M. Collicott, Box 143 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Templar Hall, 724 Washington St., 2d and 4th Sundays at 10:30 A. M.

F. F. Derby, 16 Hotel Salem, Charlestown, Master
Sheridan Bisbee, 202 Harrison ave. Secretary
A. W. Spurr, 66 Hammond St. Collector
W. H. Bigelow, 10 Hotel Salem, Charlestown Receiver
H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.

Elmer E. Greeley Master
C. B. Cottrell Secretary
A. C. Thyle Collector
George B. Clark Receiver
Frank J. Peacock Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.

C. S. Walker, 124 Mechanic st. Master
R. S. McAlpine, 26 Block S Secretary
Robt. Willmunder, Block U Collector
M. C. Donnelly, 216 E. 3d St. Receiver
Wm. Chambers, D. & R. G. shops . Magazine Agent

60. UNITED; Philadelphia, Pa.
Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.

Frederick C. Metzger, 1815 Adams st . . . Master
 Howard Reeder, 1943 Lawrence St . . . Secretary
 James Wertz, 2013 N 3d St . . . Collector
 B. F. Pettit, 1933 Marshall St . . . Receiver
 B. F. Pettit, 1933 Marshall St . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St., 2d and 4th Sundays.

T. T. Hart, 709 Tuscarora st . . . Master
 F. H. Poate, 712 Lee ave . . . Secretary
 Geo. W. Klinefelter, 108 Lithfield st . . . Collector
 Theo. T. Hart, 709 Tuscarora St . . . Receiver
 J. Johnson, 176 Penna ave . . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,

A. M. Banks . . . Master
 Ellsworth B. Gardner . . . Secretary
 W. H. Brokenshire . . . Collector
 John P. Mcawley . . . Receiver
 D. N. Swan . . . Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.

B. M. Manlon, 202 Collett st . . . Master
 John Tracie, 801 Collett st . . . Secretary
 Charles C. Stevens, 801 Collett at . . . Collector
 H. E. Kiger, 515 N Hazel st . . . Receiver
 Charles C. Stevens, 801 Collett St., Danville . . . Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

L. Lampson, Ill. Central Joint Office . . . Master
 Thomas Dolan, 103 Wall st . . . Secretary
 D. L. Davenport, 1521 East 6th st . . . Collector
 James Griffin, 419 Clark St . . . Receiver
 L. Lampson Joint off 111. Central . . . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.

G. T. Bennett, Box 8 . . . Master
 W. B. Mitchell . . . Secretary
 A. Johnson . . . Collector
 F. Chambers, Box 50 . . . Receiver
 Thos. White, Winona . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.

Victor Wensley, Box 51, Belleville Station, Master
 V. C. Curtis, Box 80, Belleville Station, Secretary
 Wm. J. Logue . . . Collector
 Wm. J. Logue . . . Receiver
 Jas. Williamson, Belleville Station, Box 69 . . . Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.

Thos. Modeland . . . Master
 Geo. E. Crowhurst, 206 Grange ave. . . Secretary
 Phil. Richardson, 148 Farley Ave . . . Collector
 James Pratt, 172 Huron St . . . Receiver
 D. Bracken, 669 King St. W . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.

Mart Duggan . . . Master
 Richard Hall, Box 61 . . . Secretary
 J. S. McCauley, Box 24 . . . Collector
 E. W. Brogan, Box 127 . . . Receiver
 Geo. W. Defoe . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.

J. B. Hislop, Box 620 . . . Master
 George Purvis, Box 620 . . . Secretary
 J. M. Phillips, G. T. R . . . Collector
 W. J. Dowell, Box 183 . . . Receiver
 J. G. Goodison, Box 206 . . . Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Monday at 2 P. M.

J. H. Doan, Box 411 . . . Master
 Charles S. Weller, Box 392 . . . Secretary
 W. W. Miller, Box 392 . . . Collector
 T. E. Watts, Box 351 . . . Receiver
 C. W. Slayter . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 3 P. M.

A. E. Loncks, 9 Ernst st . . . Master
 W. W. Rowe, 23 Franklin st . . . Secretary
 William M. Robinson, 6 Mackley ave . . . Collector
 Irvin Baker, 38 Grove St . . . Receiver
 Menzo W. Colyer, 24 Pine St . . . Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.

Bayard T. Wells, 501 So. Third st . . . Master
 James L. Gibbs, Collingswood . . . Secretary
 Geo. W. Austerhohl, 437 Mickle St . . . Collector
 James L. Gibbs, Collingswood . . . Receiver
 Geo. W. Tash, 238 Senate St. . . Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d Sundays at 1 P. M. and 4th Thursdays at 7:30 P. M.

James W. Mead, 75 Prospect st . . . Master
 Thos. Loynd, 8 Glenwood st . . . Secretary
 James H. Crawford, 29 Harrison st . . . Collector
 Thos. Loynd, 8 Glenwood st . . . Receiver
 W. N. Holland, 9 Cutler St . . . Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.

Thomas Donahue, Box 421 . . . Master
 Edwin J. Pearce, Box 421 . . . Secretary
 G. B. Campbell, Box 421 . . . Collector
 Edwin J. Pearce, Box 421 . . . Receiver
 Chas. Justice, Box 421 . . . Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons

John W. Vannatter, 336 N 31st st . . . Master
 C. W. Reeves, 750 N 36th St . . . Secretary
 J. T. Findley, 3804 Fairmount Ave. . . Collector
 C. W. Reeves, 750 N 36th St., . . . Receiver
 J. T. Findley, 3804 Fairmount Ave, Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.

Wm. Pannon, Box 67 . . . Master
 W. C. Hall, Box 253 . . . Secretary
 C. S. Hurd . . . Collector
 W. W. Hurd . . . Receiver
 Geo. Adkins . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.

Thos. N. Worth, 1,110 Converse St., N. Denver . . . Master
 W. F. Brundage, 1216 Larimer St . . . Secretary
 D. L. Marrs, 425 Beecher Ave., N side . . . Collector
 W. F. Brundage, 1216 Larimer St . . . Receiver
 S. L. Kanaga, 2,601 Market St. . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.

Frank Boltinghouse, 1,103 E. Third St . . . Master
 E. Fleck, 1000 E Third st . . . Secretary
 J. P. Alcorn, 1223 Engineer St . . . Collector
 Henry Anleitner, 1108 E. 5th St . . . Receiver
 C. L. Van Etten, 233 E. Saline St. . . Magazine Agent

79 J. M. DODGE; Boodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays
and 2d and 4th Sundays.

Richard Carroll Master
Charles E. Stone, Box 285 Secretary
Frank I. Carr Collector
Daniel O'Donnell Receiver
John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.

John S. Slick, 474 Sexton St. Master
Geo. Waters, 202 Fifth St. Secretary
Geo. Waters, 202 5th St. Collector
C. O. Spencer, West Lake St. Receiver
C. H. Kelley, 308 Fox st. Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.

W. J. Bain, Box 1,763 Master
Allen Minter, L. Box 1831 Secretary
George F. Watson Collector
J. F. McGinnis Receiver
Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets in I. O. O. F. Hall, 14 Washington Ave., 1st
Saturday at 7:30 P. M. 3d Sunday at 2 P. M.

Ernest B. Mayo, Oak Lake Eng. House Master
W. E. Richmond, 820 N Girard Ave Secretary
Robert J. Watson, 1725 So Logan ave Collector
W. E. Richmond, 820 N Girard Ave Receiver
Ernest B Mayo, Oak Lake Eng.
House Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at
8 P. M.

Geo. H. Tucker, Box 590 Master
H. C. Cunningham, Box 590 Secretary
I. M. Dean, 801 Crawford st. Collector
Geo. Y. Lee, Box 590 Receiver
Nick Phaler Box 590 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th
Sundays at 2:30 P. M., and 1st Monday at 7:30
P. M.

Thos. Scanlan, 56 E Hall st Master
J. E. Williams, 167 South ave Secretary
Frank Minshall, 88 Rennet st Collector
John Tighe, 79 Hart st Receiver
R. E. James, 297 Marshall st Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O.
F. Hall, corner Robert St. and 2d Ave.

W. W. Sturman, 1694 16th St. Master
Wash. Terrett, 17 16th St. Secretary
Silas Zwight Collector
G. L. Sutherland, 1414 5th Ave. S. Receiver
A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.

George W. DeForest, Box 455 Master
William N. Roth, Box 458 Secretary
George W. DeForest, Box 455 Collector
William N. Roth, Box 458 Receiver
D. A. Parker Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30
P. M.

Chas. Sullivan Master
O. H. Rehmer Secretary
Myles Scallan Collector
Adam Robertson Receiver
Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Thursdays at 7:30 P. M.
Joshua Kirkman Master
E. R. Hall Secretary
Harry J. Cramer Collector
Jos. Dunsmore Receiver
Dennis J. Moore Magazine Agent

89. CHEAW; Montgomery, Ala.

Meets every Sunday at 8 P. M. in K. of P. Hall,
over National Bank, Commerce St.

J. F. Sugg, Care Western of Ala Master
D. C. Hair, Box 435 Secretary
D. C. Hair, Box 435 Collector
E. L. Cranford, 79 Water st., Selma Receiver
W. H. McDade, Atlanta, Ga. Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30
P. M.

Jas. C. Sharp, Box 704 Master
Wm. Fleming, Box 645 Secretary
Wm. Fleming, Box 645 Collector
John L. Hooper, Box 645 Receiver
C. E. Rhodes, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th
Tuesdays at 7:30 P. M.

Thos. D. Manhire, 123 Julian ave Master
J. L. Mayne, 233 Fifteenth st Secretary
W. S. Johnson, Box 2008 Collector
W. S. Runyon, 233 Shotwell st Receiver
W. S. Runyon, 175 16th St. Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall,
Jefferson Block.

Jasper E. Dowd, 10 W Willow st Master
M. H. Counsell, 16 E. 5th St. Secretary
James Whalen, 290 W. 7th St. Collector
James Whalen, 290 W. 7th St. Receiver
Thos. Bradley, 123 W. Cayuga St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d
and 4th Sundays at 2 P. M.

John Crimmins, 1128 Bluff st. Master
E. J. Kelly, 519 Ridge St. Secretary
John Burns, cor. 7th and Carroll st Collector
E. J. Kelly, 519 Ridge St. Receiver
J. Stanley, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and
Pennington St., every Tuesday at 7:30 P. M.

W. W. Walker, L. Box 218 Master
H. W. Brandt, L. Box 218 Secretary
W. E. Butler, L. Box 218 Collector
J. W. Hudson, L. Box 218 Receiver
Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P.
M., and last Sunday of each month, at 9:30
A. M.

D. M. Leavitt, 36 Temple St. Master
John J. Doyle, 165 W. Chicago ave Secretary
David M. Leavitt, 36 Temple st Collector
E. W. Wallbaum, 188 Milton Ave Receiver
Allen Webb, Woodstock. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall,
Main St.

Isaac Cable, Box 695 Master
James Russell, Box 695 Secretary
S. J. Clark, Box 695 Collector
Joseph Quinn, Box 695 Receiver
M. R. Kerr, Box 635 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in B. of L. F. Hall, at corner Leroy and New Main Sts., every Friday evening

L. A. Hayes, 1433 1/2 San Fernando St Master
H. C. Forsyth, 536 Washington St Secretary
D. A. Eagan, 126 Bloom St Collector
C. G. Fluhr, 976 Buena Vista St Receiver
J. S. Gates, Mojave Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.

J. H. Downey Master
N. Blackley Secretary
H. J. Grubnau Collector
Ed Line Receiver
Veff. Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening.

E. E. Pruyn, 41 1st Ave Master
W. P. Couch, 24 Thompson Ave Secretary
George Kingsley, 22 Upton Park Collector
George Kingsley, 22 Upton Park Receiver
C. A. Washburn, 9 Grand Ave Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.

Chas. M. Moore, Drawer A Master
M. F. J. Broeffle Secretary
W. B. Perkins, Box 57 Collector
Wesley Alup, Box 342 Receiver
D. J. Casey Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.

John Igoo, 513 cor. of Vine and Jeff's Sts Master
Frank E. Giltner, 409 S. V. ne st Secretary
Frank E. Giltner, 409 S. Vine st Collector
John Igoo, 513, cor. Vine and Jeff's Sts Receiver
Frank Strunce Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in Druids Hall, 215 Walnut st., alternate Sundays at 2 P. M.

F. S. Payne, 509 E Locust st Master
W. L. Carss, 849 W 13th St., West Des Moines Secretary
R. E. Nash, 1412 W Grand ave Collector
F. J. Howard, 813 Mulberry st Receiver
W. L. Carss, 849 W 13th St., West Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.

J. L. Burkhardt, 1029 Broadway Master
J. E. Garrett, 939 Tenth st Secretary
Murray Cook, 912 Magazine st Collector
J. E. Garrett, 939 Tenth st Receiver
Henry Blume, 1,000 10th St Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.

Jno. Stuart Master
J. H. Nic, Box 191 Secretary
Charles Helmberger, Box 151 Collector
E. A. Fleming Receiver
Charles Helmberger, Box 151 Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.

F. W. Peterson Box 2 Master
James Strahan Secretary
J. M. Lindemon Collector
Fred. Cornell Receiver
Frank D. Fenn, Box 8 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofts Hall 2d and 4th Sundays at 2 P. M.

Joseph Chaloupka, 240 Queen St Master
Edwin A. Fengler, C. M. & St. P. Shops Secretary
Samuel Schaners, C. M. & St. P. Shops Collector
D. W. Mason, 438 High St Receiver
C. E. Redmond, D. M. & St. P. Shops Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.

August Gerhart, Box 186 Master
P. D. Gregg, Box 677 Secretary
M. O'Connor Collector
James E. Dice Receiver
George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.

R. T. Pearson Master
F. Wendel Secretary
J. L. Jones Collector
J. W. Laporte Receiver
John A. Simon, Antonito Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.

J. W. Leathers, 3007 Rutger st Master
L. Fisher, 2340 Scott Ave Secretary
L. Fisher, 2340 Scott Ave Collector
Geo. La Bee, 2831 Chouteau ave Receiver
J. L. Pate, 2919 Caroline St Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.

C. P. Collins, Box 773 Master
E. H. McGuire Secretary
Wm. Grimes Collector
J. W. Davis Receiver
C. P. Collins, L Box 235 Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.

P. J. Slagle, L Box 864 Master
W. P. Fitzgerald, L Box 846 Secretary
Willis E. Law on, Box 561 Collector
Frank W. Baker Receiver
Geo. W. Coen Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 2d and 4th Sundays, at 1:30 P. M.

O. P. Miller Master
John C. Branham Secretary
John C. Branham Collector
S. R. Wild Receiver
W. S. Summers Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.

John H. Shannon Master
Con Cad-ran, Box 206 Secretary
W. J. Brew Collector
Frank Walton, Box 166 Receiver
G. VanDoozer Magazine Agent

114. BLACK HAWK; Keithsburg, Ill.

Meets 1st and 3d Sundays at 2 P. M.

C. E. Mason Master
Wm. H. Weir Secretary
John Anderson Collector
F. L. Venable Receiver
Wm. H. Weir Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.

H. L. Briggs, Cor. 8th and Market Sts . . . Master
L. T. McNulty, ave M½ between 25th and 26th sts . . . Secretary
Wm. Powell, 39th St. & Broadway . . . Collector
H. L. Briggs, Cor. 8th and Market Sts . . . Receiver
Wm. Powell, 39th St. and Broadway . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:30 P. M.

E. G. Hubbard, Box 127 . . . Master
R. J. Gee, 1604 Poplar St., Port Huron . . . Secretary
R. J. Gee, 1604 Poplar St., Port Huron . . . Collector
E. G. Hubbard, Box 127 . . . Receiver
Samuel Carson, Box 198 . . . Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.

Robt. Lister, 411 Hill st. . . . Master
R. Hornsby, 154 Clarence St. . . . Secretary
S. T. Fletcher, 221 Maitland St. . . . Collector
John Dickson, 387 Simcoe St. . . . Receiver
Win. Allan, 266 Clarence St. . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.

Jas. Law, Richmond Station . . . Master
Geo. A. Pearson, Richmond Station . . . Secretary
Albert La Roche . . . Collector
John Kelly, Richmond Station . . . Receiver
Geo. A. Pearson, Richmond Station, . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.

George Findlay, River du Loup Station . . . Master
Louis D. Poulin, I. C. Ry. Station . . . Secretary
Louis D. Poulin, I. C. Ry. Station . . . Collector
Wm. L. Brock . . . Receiver
W. H. Rougeau . . . Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.

Jno. Carey, 680 Gifford st. . . . Master
Simon Mangan, 730 Otisco St. . . . Secretary
L. G. Roushon, Ontario st. Extension . . . Collector
F. H. Livingston, 404 Jackson St. . . . Receiver
A. D. Collins, 312 Putnam St. . . Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.

Thos. Cushing . . . Master
James F. Roody 333 E Market st. . . . Secretary
James F. Roody, 333 E Market st. . . . Collector
E. E. Everets, 359 E Erie ave . . . Receiver
C. F. Ramsdell, 301 Tioga Ave . . . Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in B. of L. E. Hall, Griffin block, every Sunday at 2 P. M.

A. C. Reif . . . Master
W. E. Gray, L Box 305 . . . Secretary
Charles Royle, L Box 66 . . . Collector
C. A. Davis, L Box 63 . . . Receiver
Wm Wolf . . . Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every Wednesday at 8 P. M.

Albert Cole, 1719 Mason St. . . . Master
F. Jobson, 1910 3d ave, Council Bluffs, Ia. . . Secretary
Albert Cole, 1719 Mason st. . . . Collector
John Nilsson, 1018 So 11th st . . . Receiver
Wm. Milar, Q st, Lincoln Neb . . . Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.

W. H. Woods, 554 Logan st . . . Master
J. G. Norquay, 73 Hallett st . . . Secretary
A. C. Craig, 473 Alexander st . . . Collector
Thomas Reece, 21 Gunnell st . . . Receiver
W. W. Gage . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and 4th Sundays.

W. M. Gallup, 207 S. 1st Ave . . . Master
J. P. Boyce, 408 S. Third St. . . . Secretary
J. P. Boyce, 408 S. Third St. . . . Collector
J. M. Larimer, 307 S 3d Ave . . . Receiver
Ed. Miniter . . . Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.

B. C. Henry . . . Master
E. H. Tallmadge . . . Secretary
Thos. McFarlane . . . Collector
W. A. Brossard . . . Receiver
Wm. Ryan . . . Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.

W. H. Woods, 454 Logan St. . . . Master
J. G. Norquay, 73 Hallett St. . . . Secretary
A. C. Craig, 473 Alexander St. . . . Collector
Thomas Reece, 21 Gunnell St. . . . Receiver
W. J. Higgins, 1 Shultz St. . . Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.

A. H. Todd, Box 106 . . . Master
T. F. Hagan, Box 55 . . . Secretary
Chas. S. Taylor, Box 55 . . . Collector
James McKenzie, Forsyth . . . Receiver
M. E. Colbert . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.

M. A. Harring, Box 525 . . . Master
J. F. Burns, Box 716 . . . Secretary
Hiram C. Gibbs . . . Collector
Geo. H. Valentine . . . Receiver
Ed. McLean, Box 326 . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at 2 P. M.,

Con. S. McAuliffe, 451 Walker St . . . Master
John F. Scott, 256 Mineral st . . . Secretary
John C. Callahan 525 Clybourn st . . . Collector
John C. Callahan, 525 Clybourn st . . . Receiver
Edward Henretty, 559 3d Ave . . . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.

John Noonan, Box 234 . . . Master
Chas. A. Simpson, Box 199 . . . Secretary
John Noonan, Box 234 . . . Collector
Chas. A. Simpson, Box 199 . . . Receiver
T. J. Spafford . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows's Hall, 1st and 3d Sundays at 2:30 P. M.

W. R. Hammond . . . Master
S. S. Coleman, Box 12 . . . Secretary
Stephen E. Calkins, Box 49 . . . Collector
John H. Howell, Clarion . . . Receiver
E. G. Bates, Lake City . . . Magazine Agent

133. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, every Saturday at 2:30 P. M.

I. N. Stephens Master
H. A. Moore, Box 62 Secretary
Newton Luck Collector
J. S. Burns Receiver
T. J. Peterson Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.

W. C. Barney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.

Collin McArthur, Box 184 Master
Davin F. Anderson Secretary
J. M. Chandoin Collector
Jos. C. Simino Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.

Thomas G. Dayman, Box 516 Master
John A. Watson, Box 516 Secretary
Archie S. Edmunds, Box 516 Collector
John A. Watson, Box 516 Receiver
A. T. Granger, Lakeside Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

S. Armschield, Box 478 Master
H. E. Fehr, Box 225 Secretary
Geo. W. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

W. C. Ingraham Master
S. A. Mayall Secretary
P. H. Burns, 18 Float St Collector
George S. Showalter, 50 N. Galena ave Receiver
Wm. Neidigh Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.

Parker Barret Master
George E. Landes, Box 298 Secretary
Ralph Toland Collector
George E. Landes, Box 298 Receiver
Parker Barret Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.

J. W. Hardy, L Box 590 Master
W. S. Brewster, Box 517 Secretary
G. E. Korn, Box 522 Collector
Henry Wise, L Box 590 Receiver
S. W. Seelinger Magazine Agent

141. A. G. PORTEE; Fort Wayne, Ind.

Meets in B. of L. F. Hall at 79 Calhoun St., Mondays at 7:30 P. M.

A. J. Kohler, 461 Calhoun St Master
Chas. Hassler, 72 Brackenridge st Secretary
J. H. Westerman, 20 Buchanan St Collector
W. R. Fredericks, 415 S Lafayette St Receiver
Thos. Brown, 139 Montgomery st. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets at 329 Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.

Albert S. Mead, Air Line Junction Master
Robt. Richards, Air Line Junction Secretary
Peter J. Shordt, 221 Oliver st Collector
Peter J. Miller 428 Walbridge ave Receiver
J. G. Hoffstatter, Air Line Junction Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in California Hall, 1,015 Clay St., every Saturday.

E. G. Johnson, 1683 Chase st Master
E. J. Brady, care C. K King, 902 Broadway, Oakland Secretary
Chas. Pangburn, 1723 Goss st Collector
Chas. Sellander, 933 4th ave, E Oakland, Receiver
E. P. Woods, Box 317 Berkeley Mag. Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 1st and 3d Sundays at 2 P. M.

Wilmot Keith Master
Wm. Hamilton, Dalhousie Secretary
A. J. McDonald Collector
A. B. Thomson Receiver
Wm. Hamilton, Dalhousie Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.

R. Nicholson, 319 10th St Master
J. C. Osteen, 424 Milan st Secretary
J. B. Norton, 10 River ave Collector
H. A. Donaldson, 117 River ave Receiver
H. A. Donaldson, 117 River Ave. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.

C. Mortensen, 6 Providence st Master
L. D. Sherly, 29 Conti St Secretary
Ed. Wheeler, 29 Conti St Collector
D. M. Moody, 101 Hardy st Receiver
J. P. Monaghan, 13 Vine St Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.

Arthur Haines, Box 105 Master
James Conney, Box 106 Secretary
W. T. McGinnis, Box 105 Collector
W. W. Short, Box 62 Receiver
H. C. Belt Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.

John, Linnehan Box 416 Master
S. F. James, Box 416 Secretary
Joe Dalton Box 416 Collector
M. E. Stafford, Box 488 Receiver
J. W. Bain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.

James F. Hough, 1418 Ave. A Master
P. A. Donahue, 811 W 55th St Secretary
Robert T. Roscoe, 1958 3d Ave Collector
A. H. Hawley, 304 W 129th st Receiver
Chas Cowdrick, 2428 2d Ave Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.

N. A. Cooke, 125 Fifth st Master
F. W. Boesler, Jr, 423 W. Washington st, Secretary
Frank Mills, 430 W. Washington st. Collector
Geo. M. Gibson, cor. Jackson and Adams sts Receiver
Wm. Thomas, 443 Bluff St Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.

Jas. Rhynd, St. Mary's Lane Master
 Jas. E. Morris, 196 Macaulay st. E Secretary
 James Gasken, Inchbury st Collector
 James D. Mills, Inchbury st Receiver
 Wm. Broughton, 18 Inchbury St., S Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.

W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Weir, Kirby House, Saginaw. Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.

W. B. Lane, 202 Hill St Master
 J. B. Martin, 401 S. Broadway Secretary
 W. B. Lane, 2-2 Hill st Collector
 J. T. Helman, 114 N Broadway Receiver
 J. M. Parmley, 102 1st and Barbee Sts Mag. Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.

R. W. Cameron, Box 141 Master
 Ed. K. Brehl Secretary
 J. E. Flint, Box 819 Collector
 Wm. B. Miller Receiver
 S. C. McFadden, 717 E 2d st.,
 Ottawa Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.

Ed. S. Wetherbee, 417 W 48th St Master
 William J. Campbell, 2546 8th Ave Secretary
 William J. Campbell, 2546 8th Ave Collector
 C. C. McGrane, 280 West 117th st Receiver
 J. L. McGrane, 2558 8th Ave Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.

W. E. Randolph, Box 181 Master
 N. F. Colbert, Box 256 Secretary
 M. T. Byrnes, Box 256 Collector
 J. C. Potter, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall every Sunday at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.

B. E. Flaherty Master
 F. P. Stutesman, L Box 807 Secretary
 Geo. H. Smith Collector
 M. E. Whetsel Receiver
 F. E. O'Connell Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.

Chas. E. Matteson, 187 Welsh Ave Master
 D. Sowle, 436 Dagon Ave Secretary
 John W. Lee, 617 Congress St., E Collector
 Ed. Heidenrich, 121 Hastings st Receiver
 Jesse B. Dodge, 336 Livernois ave. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.

D. J. Singleton, 171 Humphrey st Master
 R. H. Powell, 505 Meridian st Secretary
 R. H. Powell, 505 Meridian st Collector
 W. F. Loyd, 1211 West Ceda st Receiver
 H. P. Blodsoe, 205 Berry St., E. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.

Wm. H. Boleman, 30 William st Master
 R. T. Skinner, 1,503 Walnut St Secretary
 E. F. Stiker, 1,611 Division St. Collector
 Edgar Hitch, 159 E. Franklin st Receiver
 H. P. McLeish, 1010 Chestnut St. Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.

J. A. Richards, 1117 S 8th St Master
 Lewis-Benthel Secretary
 J. A. Richards, 1117 S 8th St Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 J. A. Richards, 1117 S 8th St Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.

D. F. Wagner, 326 Jefferson st Master
 Chas. Vandenburg, 417 st. Joe st Secretary
 Theo. Snader, 510 Sixth St Collector
 W. W. Howard, 1200 S. Main st Receiver
 Sam. E. Ivey, Box 973 Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.

Eugene Hartnett, Box 212 Master
 F. L. Nazor, 322 W 2d ave Secretary
 Sherman Burdick, Box 212 Collector
 Sherman Burdick, Box 212 Receiver
 Dewitt Hope, Box 212 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.

J. J. Derek, Box 202 Master
 C. E. Blair Secretary
 Geo. Childers Collector
 D. J. Plowe, Box 392 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.

Wm. J. Gleason, Box 169 Master
 G. W. Adams, Box 166 Secretary
 George B. Richason, Box 283 Collector
 Albert I. Routh Receiver
 G. W. Adams, Box 166 Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.

C. M. Keller, Box 619 Master
 J. P. McCauley, Box 340 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L. Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.

Frank W. Bromley Master
 W. J. Garson Secretary
 Hugh J. George Collector
 W. H. Mahoney Receiver
 Geo. B. Avery Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 120 Rose St., 1st and 3d Sundays at 2 P. M., and 2 P. M., and 2d and 4th Mondays at 7:30 P. M.

Frank Krause, Caledonia st., LaCrosse Master
 J. E. Wells, 521 Mill st Secretary
 Patrick McBride, 522 Mill st Collector
 Thos. Cawley, 521 Mill st Receiver
 Frank M. Barker, 713 George St. Magazine Agent

9. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 Wm. Burt, Jr., 25 Jane st Master
 V. C. Randolph, 79 River St Secretary
 A. H. Spencer, 51 Elm St Collector
 A. H. Spencer, 51 Elm St Receiver
 W. A. Saylor, 165 Canisteo St. Magazine Agent

10. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 8 P. M.
 Geo. E. Briggs, 454 Utah st Master
 I. N. Jones, Box 383 Secretary
 Thos. C. Lauters, 520 Utah St Collector
 W. H. Whalen, 272 Iowa st Receiver
 Ed. Sampson, 1036 6th St. Magazine Agent

11. SUNBEAM; Truro, Nova Scotia.

Meets in Hall 1st Saturday and 4th Thursdays.
 Thos. W. Hunessey, Box 167 Master
 T. M. White Secretary
 Wm. McLean Collector
 John J. Ferguson Receiver
 R. A. Sutherland, Box 173 Magazine Agent

12. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 G. W. Hawley, 44 Lorneve Master
 Mills Foster, Rochester P. O. Secretary
 H. A. McCauley, Hintonbury Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Tim Brennan, Mt. Sherwood P. O. Magazine Agent

13. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 G. W. Greenwood Master
 Wm. J. Burke Secretary
 Henry R. McGowen, Albuquerque, N.M., Collector
 Wm. C. Glover Receiver
 Wm. J. Burke Magazine Agent

14. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.
 Benj. F. Hivley, 1715 Fifth st Master
 H. S. Gingrich, 1413 Wallace st Secretary
 R. J. Seltz, 1616 N Sixth st Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

15. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
 E. T. Hoffman, 557 Race st Master
 Edgar Heacock, 58 Mills st Secretary
 R. J. Hoffman, 105 Buena Vista st Collector
 Brad. Toben 228 Indiana ave Receiver
 Lorin Hogue 58 N. Arch St. Magazine Agent

16. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings
 S. F. McCall, Box 200 Master
 C. H. Porter, Box 41 Secretary
 Geo. L. Clark Collector
 F. H. Kern Receiver
 C. H. Porter, Box 41 Magazine Agent

17. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 James Finks Master
 H. M. Worthington, Box 184 Secretary
 C. C. Leach, Box 184 Collector
 Chas. W. Bedell Receiver
 H. M. Worthington, Box 184 Magazine Agent

18. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
 T. J. Buckey, 323 So. 4th W st Master
 F. A. Featherstone, 235 So. 8d W st Secretary
 E. L. Hankins, Blake Collector
 W. C. Wightman Receiver
 E. L. Hankins, Blake Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 8 P. M.
 J. W. Barber, University Place Master
 J. K. Robinson, 718 H St Secretary
 J. W. Barber, University Place Collector
 J. K. Robinson 718 H St. Receiver
 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
 M. J. Kiley, 602 Jefferson Ave Master
 Wm. O'Connell, 2,017 Poplar St Secretary
 David Meehan, I. C. R. R. Shops Collector
 M. J. Kiley, 602 Jefferson Ave Receiver
 G. H. Shaw, 2,007 Commercial ave Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Nicholson Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hiliiker, Miles' Grove Master
 A. H. Gifford, 221 W 18th st Secretary
 A. H. Gifford, 221 W 18th St Collector
 T. F. Ray, cor 19th and Chestnut sts Receiver
 Geo. Haybarger, cor 16th and Chestnut sts Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 G. C. Redhead Master
 W. H. Cross Secretary
 J. B. Calvin Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 Jacob Bowsher, 496 S Tanner St Master
 M. R. Lacy Secretary
 Jacob Bowsher, 496 S Tanner St. Collector
 Jas. Lewis, 933 Elizabeth St. Receiver
 Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 I. T. McGee, Box 100 Master
 C. L. Beach, Box 164 Secretary
 F. A. Drott, Box 311 Collector
 A. T. Hogarth, Box 153 Receiver
 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 W. K. Phelps, 4748 Dearborn st Master
 Jas. Manning, 711 47th St Secretary
 H. S. Anderson, 641 37th st Collector
 Jas. Everitt, 4219 School St. Receiver
 Wm. Baker, 5021 Aberdeen St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Federation Hall, every Sunday at 7 P. M.
 Geo. W. Durell Master
 Jas. B. McChesney, L Box 54 Secretary
 Sherman S. Sleeth Collector
 R. I. Cassidy Receiver
 W. H. Deshane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Michle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 Dell Miller, 83 Artesian ave Master
 C. H. Wheeler, 74 Diller st Secretary
 F. Meyen, 1031 W. Superior st Collector
 Lewis L. Gay, 675 Park Ave Receiver
 L. P. Smith, 650 Fulton St. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 Martin Sheehy Master
 R. H. Thompson Secretary
 Jay Parkinson, 723 S. Jefferson St., Green Bay Collector
 Martin Sheehy Receiver
 J. T. La Haie, Grand Rapids Magazine Agent

190. FERGUSON; Mitchell, S. Dakota.

Meets in I. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 Oscar W. Merwin, Box 189, Sanborn, Ia. Collector
 Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
 Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 James Martin Master
 Forrest Bullard, Box 302 Secretary
 Walter F. Jellison Collector
 A. M. Getchell Receiver
 Forrest Bullard, Box 302 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays at 8 P. M.
 W. E. Wheeler, 1516 Pacific ave. Master
 J. Cartwright, Box 222 Secretary
 A. W. Quinn, 310 Fifteenth st. Collector
 F. S. Stevens, 1201 A st. Receiver
 George Ames, 2314 Jefferson ave. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
 D. J. Byrne, Box 287 Master
 J. Valcke, Box 287 Secretary
 E. J. Stroud, Box 287 Collector
 D. J. Byrne, Box 287 Receiver
 D. J. Byrne, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30 P. M.
 James H. Dalley Master
 Wm. T. Dickenson, Box 339 Secretary
 C. N. Baird, Box 369 Collector
 George C. Slade Receiver
 C. N. Baird, Box 369 Magazine Agent

195. KE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Chas. C. Hammond, Box 6 Master
 Geo. Brown Secretary
 Owen Buckley Collector
 L. H. Lubben Receiver
 James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 8th St., every Friday at 8 P. M.
 J. C. Bull, LaVeta Hotel Master
 S. W. Burdick, 1311 Poplar st Secretary
 Walter Goff, 122 W 3d st Collector
 H. C. Newell, 227 E 12th st Receiver
 Harry C. Newell, 221 E 12th St. Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at 1:30 P. M. in B. of L. E. Hall, Law's Building.
 James Bailey Master
 G. C. Thomas Secretary
 Wm. H. Young Collector
 James Bailey Receiver
 A. M. Johnson, Box 837 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 R. A. Crane, 60 Prospect st Master
 W. W. Drury, 21 Newton st Secretary
 E. C. Boners, 44, Pleasant st Collector
 W. Y. Dennis, 31 W. Seminary St. Receiver
 H. G. Ferris, 35 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.
 Wm. J. Reese, 1233 Emma st Master
 W. B. Wiseman, 1101 Oak St. Secretary
 John B. Reese, 1235 Emma st Collector
 John Mulvey, Burnett st Receiver
 A. C. Clemens, 947 Sheehy St. Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
 Henry Slager, N. O. & N. E. shops Master
 W. H. Armstrong, L Box 470 Secretary
 John H. Woodruff, 3129 5th St. Collector
 Simon F. Baker, 423 41st Ave. Receiver
 Simon F. Baker, 423 41st Ave. Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.
 J. D. Bledsoe Master
 J. W. Briggs Secretary
 W. F. Quinn Collector
 James Gaffany Receiver
 W. F. Quinn, M. & O. shops Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
 Sinner A. Barker 495 2d St Master
 Lewis R. Gettle, jr., 88 N Sugar St Secretary
 Wm. Cutter, 272 E Main st Collector
 J. H. Brandenburg, 104 N Sugar st Receiver
 W. P. Matthewson Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Sunday at 2 P. M.
 H. N. Lamb, Box 283 Master
 L. B. Hart, Box 28 Secretary
 Geo. E. Campbell, Box 198 Collector
 Chas. F. Rennie, Box 96 Receiver
 G. W. Artis, Box 103 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
 William E. Dixon Master
 W. E. Morris Secretary
 Chas. Bond Collector
 W. E. Dixon Receiver
 J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 Christ. McGinnis, 322 Jefferson st Master
 Olmstead Hollister, Jefferson st Secretary
 Edward H. Powell, 405 Lake st Collector
 Christ. McGinnis, 322 Jefferson st Receiver
 John R. Mullins, 116 Monroe St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., every Tuesday at 7:30 P. M.
 Thos. Cosgrove, K.C.M.&B. round house Master
 D. L. Forsyth, 471 1/2 Georgia st Secretary
 J. J. Quinn, K.C.M.&B. Round House Collector
 D. L. Forsyth, 471 1/2 Georgia st Receiver
 Thomas Cosgrove, K.C.M.&B. Round House Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, every Wednesday evening.
 Thos. Newberry, 357 E Center st Master
 P. O'Brien, 868 Water st Secretary
 G. T. Patton, 371 North st Collector
 George A. Oster, 347 Poplar St Receiver
 H. J. Prenatt, 788 Garden St Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in Doran's Hall every Tuesday at 7:30 P. M.
 Daniel Cregan Master
 Chas. Anderson Secretary
 John Hile Collector
 Chas. Anderson Receiver
 C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Breet's Hall, alternate Sundays.
 A. N. Stafford, Box 244 Master
 J. W. Farrar, Box 301 Secretary
 J. H. Nelson, Box 151 Collector
 Walter Johnson Receiver
 Mike Bradshaw Magazine Agent

- 210. 18-K; Schenectady, N. Y.**
Meets in McCamus Hall every other Thursday.
John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
H. Maloney, Box 497 Magazine Agent
- 211. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 3 P. M.
Wm. Gausline, 1056 Butler st., Easton . . . Master
C. L. McKee, 209 S 5th St., Easton . . . Secretary
Jessie Smith, 912 Wilkesbarre st. . . . Collector
A. J. Mickley, 726 Berwick St. Receiver
D. W. Henry, 445 Wilkesbarre St. . . Magazine Agent
- 212. EMPIRE; Watertown, N. Y.**
Meets in Good Templars' Hall 2d and 4th Sundays.
T. H. Lynch, 101 Factory St. Master
Geo. D. Ackerson, 42 Coffeen St. . . . Secretary
S. G. Wells, 28 Meadow St. Collector
F. C. Nichols, 28 Meadow St. Receiver
Willis Graham, 96 Arsenal st. . . Magazine Agent
- 213. WEST SHORE; Syracuse N. Y.**
Meets in Doolittle Hall, Pine St., alternate Sundays.
James H. Allison, 103 Henderson St. . . Master
Carl E. Blanchard, 142 Oak St. . . . Secretary
Patrick Conlon, 410 Renwick Ave. . . Collector
Edward Davis, 140 Oak St. Receiver
J. L. Sullivan, 103 Henderson St. . . Magazine Agent
- 214. ORIOLE; Baltimore, Md.**
Meets in Beruyn Hall, on 1st St. 2d and 4th Sundays.
Geo. F. Shuman, 66 Cedar ave Master
J. W. Akehurst, 442 Federal St. . . . Secretary
J. C. Sauerwald, 1738 Maryland ave . . Collector
Geo. C. Yeagy, 448 Federal St. . . . Receiver
T. C. Lambden, 1309 Valley St. . . Magazine Agent
- 215. EAST ALBANY; East Albany, N. Y.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Newton M. Burch, 457 Broadway . . . Master
J. W. Reed, 105 2d St. Secretary
Wm. A. Buckbee, 52 Pine St. Collector
Chas. J. Wriker, 17 Glenn St. . . . Receiver
V. D. Rhodes, 439 Broadway . . . Magazine Agent
- 216. BLACK RIVER; Lorain, Ohio.**
Meets in K. of P. Hall, Bensor Block, 2d and 4th Sundays at 12 o'clock noon.
J. C. Crouch, L. Box 1134 Master
Frank L. Cutting Secretary
H. A. Eddy Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport . . Magazine Agent
- 217. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall, 2d and 4th Sunday afternoons.
Henry Shade Master
Henry Cuning Secretary
Chas. Davis Collector
Charles Gilmore Receiver
Charles Davis Magazine Agent
- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Geo. Hopkins Master
Richard Griffith, Box 263 Secretary
Jos. McIntyre Collector
Richard Griffith, Box 263 Receiver
E. Taylor, Box 152 Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
J. L. Phillips, 234 Locust St. Master
Geo. R. Fletcher, 307 Allegheny Ave. . . Secretary
John S. Martin, 213 Bidwell st. . . . Collector
H. B. Shaffer, 203 Locust St. Receiver
U. H. Simpson, 303 Franklin St., Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.
Aaron V. Raup, Box 212 Master
John F. Malick, Box 212 Secretary
H. W. Shoffball, Box 212 Collector
C. C. Bowen, Box 212 Receiver
J. F. Walls, Box 528 Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
William H. Forbes Master
J. W. Gray, L. Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
Wm. Shortman, Box 59 Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets in B. of L. E. Hall, 2d and 4th Sundays.
W. D. McKinlay Master
O. G. Anderson, Box 49 Secretary
Fred. Peterson Collector
Homer M. Rhodes, Box 499 Receiver
A. W. Nunn, Box 299 Magazine Agent
- 223. POTTAWATOMIE; Junction City, Kan.**
Meets in A. O. U. W. Hall Sundays at 2 P. M.
J. H. Kane, Box 555 Master
Wm. A. Easterday, Box 555 Secretary
Frank Good Collector
Wm. A. Easterday, Box 555 Receiver
Alvin W. Roe, Box 516 Magazine Agent
- 224. T. C. BOOEN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
Abe Vogel, 524 18th Ave N. Master
H. B. Harding, 317 Thirteenth ave N. . . Secretary
John Mournan, 323 Ninth ave N. . . Collector
Abe Vogel, 524 18th Ave N. . . . Receiver
Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets in Smith's Hall every Monday night.
T. L. Dumbood Master
Wm. T. Reid Secretary
Milo A. Bryant Collector
Joseph Fregeau Receiver
Joseph Fregeau Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
James M. Brown, 511 E First ave . . . Master
Walter M. Nicol, L. Box 73 Secretary
John Barry, 902 E Seventh ave . . . Collector
Walter M. Nicol, L. Box 73 Receiver
J. Hyndman, H. & T. C. Shops . . Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
J. H. Fennell, 53 Griswold st. . . . Master
T. W. Campion, 42 Robinson St. . . . Secretary
Robert Rothrock, 11 Cemetery st. . . Collector
Theo. Haskins, 3 Birdsall St. . . . Receiver
G. B. Warner, 80 Lewis St. Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets in G. A. R. Hall, No. 332 Lackawanna Ave. 1st and 3d Sundays at 2:00 P. M.
H. A. Cogizer, 210 Linden st. Master
Wm. H. Brutzman, 329 Franklin Ave. . . Secretary
Albert J. Thomas, 317 S Hyde Park ave., Collector
Ed. H. Belden, 532 Webster ave . . . Receiver
L. Firestin, 817 Hampton St. . . Magazine Agent
- 229. RICKARD; Utica, N. Y.**
Meets in Post Bacon Hall 2d and 4th Sundays at 2:00 P. M.
J. J. Quirk, cor. Mary and Albany Sts . . Master
Chas. A. Pease, 102 Broad St. . . . Secretary
John A. Weigand, 32 Hubbell st. . . Collector
Chas. A. Pease, 102 Broad St. . . . Receiver
Fred Ebensperger, 150 Catharine Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
 William H. Bagley, 541 Clinton Ave . . . Master
 Courtland Maher, 11 Prospect Ave . . . Secretary
 Luke F. Kelly, W. Albany . . . Collector
 Jas. J. Gill, 261 1st St . . . Receiver
 Wm. C. Booth, 783 Livingston Ave . . . Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in B. of L. F. Hall, corner 3d and Market Sts., 1st and 3d Sundays at 2:30 P. M.
 John H. McKenney, 8 E Fifth st . . . Master
 G. H. Larimore, 916 Poplar St . . . Secretary
 Geo. H. Larimore, 916 Poplar st . . . Collector
 John J. Shields, 214 N Franklin st . . . Receiver
 Jacob Z. Orr, 326 E Second St . . . Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in A. O. H. Hall 2d Monday and 4th Wednesday nights.
 T. F. Farrell . . . Master
 Fred H. Davis, 17 Sprague Ave . . . Secretary
 H. B. Weeden, 281 North St . . . Collector
 Chas. E. Ward, 79 Wisner Ave . . . Receiver
 M. J. Quinn, Norwich . . . Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3rd Sunday afternoon.
 Henry Snider, Box 376 . . . Master
 Geo. W. Speer . . . Secretary
 William H. Gay . . . Collector
 Alfred Wood, Box 376 . . . Receiver
 Geo. W. Speer . . . Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
 John Mitchell . . . Master
 Adam Beattie . . . Secretary
 James Devine . . . Collector
 John Clemenson . . . Receiver
 Adolphus Christink . . . Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets in Welsh Bros' Hall at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.
 Geo. Gray, 38th. above Penn ave . . . Master
 John Beswick, 3005 Penn . . . Secretary
 John Beswick, 3005 Penn ave . . . Collector
 Jos. W. Graham, 2,907 Penn Ave . . . Receiver
 Jos. Graham, 2,907 Penn Ave . . . Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.
 G. W. Lilly . . . Master
 T. E. Cobbs . . . Secretary
 W. E. Lyons . . . Collector
 J. F. Smith . . . Receiver
 T. E. Cobbs . . . Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sundays.
 Horace Brink . . . Master
 E. H. Brown, 119 So. Green st, Chicago, Secretary
 David Leavitt . . . Collector
 Thaddeus Chew . . . Receiver
 G. J. Rowbottom, 211 Harding Ave., Chicago . . . Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
 J. P. Wesley, 1105 Broadway . . . Master
 Lloyd Grimes, 1301 Broadway . . . Secretary
 John Divinney, 820 Kentucky st, Louisville . . . Collector
 A. E. Mercer, 1525 15th st, Louisville . . . Receiver
 C. P. Boyd, 125 N 13th . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Firemen's Hall, 51 N. Lake St., 2d and 4th Sundays at 1 P. M.
 T. F. Parker, 281 E Central ave . . . Master
 Fred R. Jaynes, 13 N. Liberty st . . . Secretary
 Ed. Baker, 23 So Union st . . . Collector
 T. E. Maloney, 219 E Central ave . . . Receiver
 T. J. O'Connor, 167, E Winterst. Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
 Edwin J. Coy, 523 E Main st . . . Master
 M. A. Henry, 327 Quarry St . . . Secretary
 R. J. Black, N. Elm Ave . . . Collector
 M. A. Henry, 327 Quarry St . . . Receiver
 Edward J. Coy, 523 E Main St . . . Magazine Agent

241. LAKE ERIE; Buffalo, N. Y.

Meets in B. of L. E. Hall, 421 S. Division St., Alternate Fridays, at 7:30 P. M.
 Daniel E. Barry, 552 Swan St . . . Master
 P. W. Springweiller, 145 Monroe St . . . Secretary
 P. W. Springweiller, 145 Monroe St . . . Collector
 I. H. Crossman, 500 Swan St . . . Receiver
 F. H. Goodenough, 653 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2 P. M.
 John Finlay, Jr., 505 Fulton St . . . Master
 Harry F. Millins, 851 Magee St . . . Secretary
 Andrew Flynn, Cor. Benton and Diven ave . . . Collector
 Harry F. Millins, 851 Magee St . . . Receiver
 Percy P. Davies, 519 Penn Ave . . . Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Sundays at 9 A. M. over B. of L. F. Hall, Ohio Block.
 C. J. Neef, Box 61, Texarkana, Ark . . . Master
 Geo. Dasborough, Box 2 . . . Secretary
 I. N. Moyer, Box 326, Texarkana, Ark . . . Collector
 C. J. Neef, Box 61, Texarkana, Ark . . . Receiver
 W. F. Rowe, Box 210, Texarkana, Ark . . . Magazine Agent

244. T. P. O'BROURKE; Chicago, Ill.

Meets in Schwerdtf's Hall, 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30 P. M.
 P. C. Winn, 225 Blue Island Ave . . . Master
 J. O'Malley, 79 W 16th st . . . Secretary
 E. E. Crawford, 5380 Princeton ave . . . Collector
 Chas. J. Lynch, 502 Robey St . . . Receiver
 E. E. Crawford, 5380 Princeton ave . . . Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay Sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 C. Z. McArthur, 191 South Broadst . . . Master
 Adam Hutton, 271 Bull St . . . Secretary
 M. J. Barrett, 193 Charlton st . . . Collector
 John Murphy, Gaillard St., 3 doors from Burrough St . . . Receiver
 C. Z. McArthur, 191 S Broad st . . . Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
 J. A. Morris, 1421 Third st . . . Master
 W. H. Lolly, 704 Third st . . . Secretary
 T. E. Jordan, Cor. 3d and Boundary . . . Collector
 E. P. Almy, cor. 3d and Boundary Sts. . . Receiver
 H. Swansburger, 1425 4th St . . . Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 W. F. Hestel, 192 S Forsyth st . . . Master
 T. C. Keltner, 224 Hayner st . . . Secretary
 W. A. Woolbright, 95 Walton st . . . Collector
 Geo. W. Manning, 53 W Simpson st . . . Receiver
 J. C. Burnett, 79 Davis st . . . Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1:30 P. M.
 John S. Brown . . . Master
 H. S. Redhead, Box 226 . . . Secretary
 Wm. L. Davis, Box 454 . . . Collector
 Chas. C. Lockwood . . . Receiver
 H. S. Redhead Box 226 . . . Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 D. G. O'Connell, L Box 193 . . . Master
 Frank Rapp . . . Secretary
 Patrick Roach . . . Collector
 Wm. Muldoon . . . Receiver
 P. F. Roach . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
 James E. G. ay, Kingston Master
 John W. Deets, Forty Fort Secretary
 Alex. Thompson, 414 So Main st Collector
 Charles VanWhy, Box 73 Ashley Receiver
 Elmer E. Butz, Ashley Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.
 L. Wildoner, Box 275 Master
 N. E. Reinart Secretary
 L. H. Yetter Collector
 Charles Roberts, Box 275 Receiver
 Wm. H. Spencer, Box 275 Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Mondays at 7:30 P. M.
 John G. Detz, 5th and Chestnut sts Master
 Harry G. Klugh, New Second st Secretary
 Joseph Dennison, 640 Chestnut St Collector
 Martin M. Hinkle, 711 Walnut St Receiver
 H. A. Bennett, Box 581 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.
 John W. Horn, 41 Wall st Master
 Robert Stackhouse, 697 Broad St Secretary
 Thos. H. Decator, 45 Hart Ave Collector
 Frank P. Parsons, 175 Brunswick Ave Receiver
 Thos. H. Decator, 45 Hart Ave Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
 J. D. McKinney Master
 Frank McJinnis Secretary
 Thos. Hainer Collector
 Chris Beckman Receiver
 J. T. Heatwole Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.
 J. F. Drennan Master
 Albert O. P. Nicholson, W Adams ave, Secretary
 Andrew Craig Collector
 Samuels, Small Receiver
 Charles Stuart, Purcell, Ind. Terr. Magazine Agent

256. HIGH LINK; Como, Colo.

Meets in Slater's Hall every Sunday, at 2:30 P. M.
 Frank K. Rudolph Master
 M. D. Finn, Box 113 Secretary
 J. B. Clark Collector
 M. H. Lintz Receiver
 M. H. Lintz Magazine Agent

257. KIT CARSON; Baton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 J. R. Smith Master
 Lee Sommers Secretary
 Albert McCrady Collector
 James McPherson, L Box 59 Receiver
 Jain is McPherson, L Box 59 Magazine Agent

258. BENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 James Bunton Master
 Chas. W. Arnold, L. Box 29 Secretary
 Frank E. Hendrickson Collector
 Oliver M. Newland Receiver
 Oliver M. Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.
 William Buckley, 316 Third Ave E Master
 John J. Orrick, Merchant's Hotel Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 316 Third Ave E Receiver
 J. M. Rummel, Merchant's Hotel. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.
 J. Hurley, Box 107 Master
 R. E. Noble, Box 107 Secretary
 C. Osborne, Box 107 Collector
 D. A. Smith, Box 107 Receiver
 H. C. Carragher, 321 P. St Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 Wm. Scotham Master
 Wm. H. Webb Secretary
 D. S. Gentry Collector
 Wm. R. Fisher Receiver
 John J. McInnis, Box 119 Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.
 Fred. A. Sproule Master
 John T. Neilson, Jr., 47 Medland St Secretary
 William Hyndman, Box 61 Collector
 James Mahoney Receiver
 Wm. B. Ritchey, 41 Hook Ave Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M.
 E. P. Curtis, Box 72 Master
 W. S. Carter, Box 10 Secretary
 W. H. Pipkin, Box 10 Collector
 S. M. Bridgewater, Box 10 Receiver
 W. S. Carter, Box 10 Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 Wm. A. White, South Butte Master
 J. Hatter, Box 126 South Butte Secretary
 Geo. Boomer, South Butte Collector
 J. S. Sweeney, L. Box 11, South Butte Receiver
 B. C. Hankla, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 Geo. W. Dailey, 199 Wallen st Master
 Geo. Downey, 13 Wenham Ave Secretary
 H. L. Browne Collector
 L. A. Ogden, 233 Center St Receiver
 S. Ide, 84 Monson St Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 2d and 4th Sundays at 1:30 P. M., in Dugan Hall.
 W. H. Buntin Master
 J. M. Golden Secretary
 E. B. Nichols, Box 120 Collector
 A. Schrader Receiver
 E. Douer, Box 497, Antigo Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave Master
 J. E. Coyne, 121 Pacific Ave Secretary
 A. H. Flynn, 87 Pacific Ave Collector
 Wm T. Donner, 93½ Alix St Receiver
 P. J. LeSueur, 56½ Verret St Magazine Agent

268. CLIFTON LIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Chas. T. Dillard, Box 74 Master
 Geo. L. Stein, 34 W Third st Secretary
 Belvie Baabee Collector
 J. S. Keane, 106 W Main St Receiver
 George L. Stein, 34 W 3d St Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 6th St Master
 H. E. Jorden, 401 W. 4th St Secretary
 George W. Snyder, 56 Storrs St Collector
 H. E. Jorden, 401 W. 4th St Receiver
 H. E. Jorden, 401 W. 4th St Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in K. P. Hall, corner Bloomington and Franklin Avenues South, 1st Sunday at 1:30 P. M., and 3d Monday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 Patrick Fergusse, 116 Cedar ave S. Secretary
 J. D. Shewmaker, 1837 22d St. So. Collector
 George Cavanaugh, 2426 Fort Ave. Receiver
 J. D. Shewmaker, 1,854 24th Street South Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weller's residence, 1st and 3d Sundays at 2 P. M.
 John W. Thorpe, Netcong Master
 William Weller, Box 25 Secretary
 Theo. F. Ayers Collector
 William Weller, Box 25 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays at 3:30 P. M.
 John S. Eveland Master
 Jeremiah Desmond Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets in P. O. S. of A. Hall, Cor. Arapahoe and 14th Sts., every Monday evening.
 W. Crouse, 1222 Titus st. Master
 R. B. Hind, 1024 South 7th st. Secretary
 C. H. Curtis, D. & R. G. Round House Collector
 Ellis Roberts, D. & R. G. Round House Receiver
 E. A. Schlereth, 911 S. 9th St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.
 H. M. Newcomb Master
 R. J. Hyde Secretary
 R. W. Butler Collector
 T. I. Hyde Receiver
 Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Master
 C. I. Smith, C. & O. Round House Secretary
 W. A. DeMaine, C. & O. Round House Collector
 W. R. Sanders, Box 168, Newport News Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
 Fred. Clutterbuck, Box 624 Master
 C. S. Austin Secretary
 Henry Andrews, North Bend Collector
 R. Brunt, Kamloops Receiver
 James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Jackson Sts., 2d Sunday at 1 P. M.
 F. J. Carney, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 Theady Green, L. & N. Shops Magazine Agent

278. WHITE BREAST; Laredo, Tex.

Meets in I. O. O. F. Hall, Sundays at 2:30 P. M.
 J. E. Franklin Master
 P. G. Lovenskiold Secretary
 P. G. Lovenskiold Collector
 W. B. Metcalf Receiver
 J. B. G'Sell Magazine Agent

279. MONTE SANO; Tuscumbia, Ala.

Meets in K. P. Hall 1st Saturday.
 R. P. Taylor Master
 H. H. Burkhart Secretary
 H. L. Smiley Collector
 H. H. Burkhart Receiver
 S. M. Hall Magazine Agent

280. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.
 Jacob Myers Master
 Henry Peels Secretary
 James Kinney Collector
 Jacob Myers Receiver
 J. H. Lanaban Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 2d and 4th Sundays at 9 A. M.
 J. F. Conlon, Box 61 Master
 A. Miller, Box 61 Secretary
 John Mameron, Box 61 Collector
 B. D. Corey, Box 61 Receiver
 L. Barnhart Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Wortham Master
 Calvin Minniear Secretary
 W. C. Christall Collector
 Harry Standring Receiver
 C. H. Tennyson Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 James Hanraban, Hallstead Master
 E. Edinger, Box 67 Secretary
 W. B. Towbridge, Hallstead Collector
 S. H. Wells, Hallstead Receiver
 S. H. Wells, Hallstead Magazine Agent

284. ELK CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Lee R. Watrous, 184 Rosette st. Master
 Ed. A. Ferrill, 82 Spring st. Secretary
 Edward J. Kenney, 196 Cedar st. Collector
 R. A. Bishop, 180 Rosette st. Receiver
 Ed. J. Kenney, 186 Cedar St. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Robert H. Osmond, 55 Allen Place Master
 Emery E. Bill, 27 Vine St. Secretary
 Henry Vanderburg, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
 Will. H. Moore, 110 Kirk st. Master
 Will F. Carle, 609 N Washington Ave. Secretary
 Will. H. Moore, 110 Kirk st. Collector
 Fred. J. Hill, 626 N Eighth st. Receiver
 Will F. Carle, 609 N Washington Ave. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Bamey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave. Master
 C. C. Koehenderfer, 1814 Union ave. Secretary
 J. J. Anthony, 1815 Eighteenth st. Collector
 A. B. McGaughey, 1612 Eleventh ave. Receiver
 Jas. J. Anthony, 1013 18th St. Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. L. Houltshouser, Box 5 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houltshouser, Box 5 Collector
 B. S. Robinson, Box 102 Receiver
 Frank Little, Box 35 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Segasser, 220 Montgomery ave. Master
 J. C. Gilbreth, 618 Cowart St. Secretary
 John Smith, 48 Rosville ave. Collector
 Henry Schneitmar, 26 Neeby st. Receiver
 Garrie Vanarsdale, 153 Cowart St Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.

J. T. Hart, 416 Washington st. Master
C. E. Lowe, 640 Clay st., S. Secretary
B. E. McClam, 148 Riverside st. Collector
M. Reardon, 416 Washington st. Receiver
L. B. Bickel, 120 3d St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Schiellain Hall, 26th Ward. 2d Saturday evening and 4th Sunday morning.

Edward Locke, Sackman st. and Liberty ave. Master
James Muldoon, 12 Gunther Place. Secretary
Geo. P. Smith, 46 Williams ave. Collector
Thomas H. Smith, 793 Monroe St. Receiver
John A. Bolger, 12 Hull st (E.D.) Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 8:00 A. M.

C. W. Kidd Master
F. H. Richards Secretary
C. W. Kidd Collector
M. C. Andrus Receiver
C. W. Kidd Magazine Agent

293. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.

James H. Riley Master
Henry A. Heberling, Box 646 Secretary
Frank H. Bernhardt Collector
Henry A. Heberling, Box 646 Receiver
Thos. D. Harrington, Box 265 Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.

Frank H. Rowley, Box 262 Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
H. A. Wells Receiver
H. A. Wells Magazine Agent

295. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady Sta. 1st and 3d Sunday.

J. J. Sheahan, 522 Esplanade ave. Master
F. W. Duncan, 110 W 5th St. Secretary
F. W. Duncan, 110 W Fifth st. Collector
Martin Gillin, 818 Swift St. Receiver
D. H. Moriarity, 1409 Perry St. Magazine Agent

296. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.

M. T. Osborne Master
Alex Stewart Secretary
Frank L. Benidict Collector
Thos. R. Taylor, Box 466 Receiver
Dan. F. Lantry Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.

B. M. Bennett, Box 182 Master
C. E. Buehler Secretary
T. M. Vawter, 1713 Rowan st., Louisville, Ky. Collector
B. M. Bennett, Box 182 Receiver
M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.

B. L. Hardaway, Glasgow, Mont. Master
Geo. McLean, Glasgow, Mont. Secretary
E. F. Doctor, Glasgow, Mont. Collector
Frank Miller, Glasgow, Mont. Receiver
John W. Goss, Glasgow, Montana Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.

George W. Reed, Box 93 Master
W. H. Zink, L Box 80 Secretary
J. W. White, Box 303 Collector
B. W. DeHaven, Box 592 Receiver
J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.

Lewis A. Wilson Master
Harry F. McLean, Box 831 Secretary
Frank Smutzer Collector
Chas. W. Brown Receiver
Harry F. McLean, Box 831 Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.

W. N. Andrews, St. Johnsbury Master
A. L. Howe Secretary
J. F. McCarty Collector
W. C. Baldwin Receiver
T. G. Averill Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.

J. P. Smith, Box 261 Master
Geo. Dull Secretary
S. A. McPhee, Box 387 Collector
Geo. Dull Receiver
T. F. Hunt Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.

J. J. Corcoran, 159 Park St. Master
J. M. Rathbun, 180 Jackson St. Secretary
J. J. Corcoran, 159 Park St. Collector
Moses Cantlin, 6 Laurel St. Receiver
J. M. Rathbun, 180 Jackson St. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at 7:30 P. M.

Sam'l Leetham Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
J. J. Hicks Receiver
G. J. Scaggs Magazine Agent

305. UNWIN; Bat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening. William Burrage, Box 79 Master

Ensell Woods Secretary
John B. Baxter Collector
John Bosman Receiver
John B. Baxter Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.

Clarence E. Woods Master
Homer V. King Secretary
Henry P. Hutchins, East Concord Collector
Henry W. Morrill, West Lebanon Receiver
J. C. Muzey, Box 117, W. Lebanon . Mag. Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.

G. H. Lelkam, Box 127, Merrick Master
Chas. A. Chapin, Box 255, Merrick Secretary
John Fenton, 585 Chestnut st. Collector
F. B. Child, 87 Main st. Receiver
Frank H. Gero, 140 10th St. Magazine Agent

308. SANTA ROSA; Porfirio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30 P. M.

Wm. Smith, Box 109, Eagle Pass, Texas. . Master
Frank B. Slater, Box 109, Eagle Pass, Texas. . Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. . Collector
S. R. James, Box 109, Eagle Pass, Texas. . Receiver
J. H. Moore, Box 109 Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.

Meets 2d Mondays and 4th Saturdays at 8:00 P. M. in Schwallenberg Hall.

Wm. Carroll, 184 Eighth St. Master
Andrew J. Walker, Mineola, L. I. Secretary
John J. Galvin, 46 Clay St., Green Point, L. I. Collector
August H. Rauffle, 70 East ave. Receiver
Wm. Rooney, 129 East Ave Magazine Agent

- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.
W. J. Toole Master
H. C. Martin Secretary
J. T. Cole Collector
M. G. McKelvey Receiver
A. J. Dunmire Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
J. H. McPeak Master
Ed. Zimmerman Secretary
Milton Quigley Collector
Robert Rippin, Box 238 Receiver
T. H. Garrity Magazine Agent
- 312. MOUNT SHASTA; Dunsmuir, Cal.**
Meets in I. O. O. F. Hall every Monday night.
G. E. Schuler Master
Wm. P. Haskell Secretary
Leo Martin Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets in Melville Hall, alternate Mondays at 7:30 P. M.
Oscar Kengott, 606 Colorado Ave., Kansas City Master
John M. Frain, 352 S. Seventh St., Kansas City Secretary
J. A. Fike Collector
E. C. Haddock, Box 183 Receiver
A. H. Ashley, Box 147 Magazine Agent
- 314. GRAND FORKS; Grand Forks, North Dakota.**
Meets in I. O. O. F. Hall, cor. Ketsou ave and 4th St., 1st and 3d Sundays at 2 P. M.
Geo. W. Sebastian, Box 985, Crookston, Minn Master
G. S. Chase, Box 214 Secretary
James Myler Collector
James Hamm, 1101 Broadway
Chas. Beckers, Box 242 Barnesville, Minn Receiver
Minn Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall, 101 Hudson Ave.
Wm. Riley, 436 Tenth st., Troy Master
Henry O'Neill, 434 Tenth st., Troy Secretary
Willis J. Spafford, 245 Ninth st., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
Eugene D. Brizee, 472 8th Ave., Troy, Mag. Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets in Siebert's Hall, cor. Jefferson and Bristow Sts., every Tuesday at 8 P. M.
Jas. Romley, 925 Clinton st. Master
Wm. H. Walsh, 1808 Broadway Secretary
P. J. Donovan, 780 S Division St Collector
John J. Kinney, 31 Walter st. Receiver
P. J. Donovan, 780 S Division St., Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**
Meets in I. O. O. F. Hall, every Saturday evening at 7:30 P. M.
E. H. Zirckel Master
A. Ingersoll, O. V. Ry shops Secretary
N. T. Sandefer, L. St., L. & F. shops Collector
P. J. Kramer, O. V. Ry shops Receiver
H. S. Shaner, L. St., St. L. & T. shops Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St. and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
J. F. Wills, Glenwood, 23d Ward Master
W. E. McMinn, Glenwood, 23d Ward Secretary
W. H. Frazier, Glenwood, 23d Ward Collector
J. F. Wills, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent
- 319. MOUNT MORIAH; Philadelphia, Pa.**
Meets in Ellis Hall, Mount Moriah Lane and Woodlawn Ave., every Sunday at 2 P. M.
T. Helms, 224 Barney St., Baltimore, Md. Master
J. E. Sentman, 62d and Woodlawn Ave. Secretary
H. L. Craig, 6th and Woodlawn Ave. Collector
B. W. Mace, 6201 Woodlawn Ave. Receiver
J. E. Sentman, 62d and Woodlawn Ave. Magazine Agent

- 320. ARBITRATION; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
D. Lordan, 957 Edgerton St., St. Paul Master
D. C. Morrison, 590 Farquiere St., St. Paul Secretary
Henry A. Young, 118 Arch st., St. Paul, Collector
Chas. L. Work, 724 Reaney St., St. Paul Receiver
P. Copeland, 241 S. Main st., Stillwater Magazine Agent
- 321. SNOW DRIFT; Chapleau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
Herbert Gav Master
Geo. B. Nicholson, Box 113 Secretary
Fred Macy, Box 117 Collector
E. W. Hilliard, Box 110 Receiver
Thos. Burt, Box 112 Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**
Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
M. D. Densmore, 290 Broadway Master
W. W. Ayers, 90 Broadway Secretary
Henry West, 280 Broadway Collector
Thos. O'Brien, 2351 Washington St. Receiver
Ullman D. Luce, 799 W. 14th St., Chicago, Ill Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Frank Andrew Master
James McCabe Secretary
Michael Schmauch Collector
James McCabe Receiver
Joseph Mucklow Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**
Meets in K. of P. Hall every Sunday at 7 P. M.
E. E. Curl Master
F. Johns Secretary
W. A. Hinds Collector
C. E. Winther, L. Box 420 Receiver
A. Golke Magazine Agent
- 325. SATILLA; Waycross, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
G. W. Barnes Master
D. B. Coughlin Secretary
A. C. Null Collector
Wm. L. Knox Receiver
John W. Miller Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
Geo. E. Lovelace, cave Model Restaurant, Master
A. J. O'Hara, 15 Davis st. Secretary
G. P. Clough, 6 Allison st Collector
G. P. Clough, 6 Allison St Receiver
M. W. Maybee, 17½ Pike St Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening
F. B. Hardy Master
Charles Diffenbaugh Secretary
Jos. Schutt Collector
Jas. A. McElwell Receiver
Jas. A. McElwell Magazine Agent
- 328. SPANISH PEAKS; La Junta, Colo.**
Meets in Grand Army Hall, Mondays, at 2 P. M.
John C. Cole Master
Charles Gray Secretary
Archibald Russell Collector
Leslie Jones Receiver
L. W. Gilbert Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
John Milheiser, Box 102 Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
E. J. Dunlap, L. Box 293 Receiver
Gus Lind, Box 147 Burr Oak Kan Mag. Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 618 Highland Ave. Master
 Frank Vaughn, 319 Berger Ave., Secretary
 Armourdale
 J. F. Casey, 617 W. 7th St., Kansas City, Collector
 Mo
 E. D. Root, 739 Simpson Ave Receiver
 G. W. Smith, 11 N. 7th St. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Masonic Hall, Cor. 79th st, 1st and 3d Sundays at 2:30 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 84, S Englewood Secretary
 T. J. Hogan, 714 Englewood Ave. Collector
 J. D. Flood, Box 84, S Englewood Receiver
 Wm. T. Clodigio, Box 91, Auburn Park Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets in Library Building 1st Sunday and every Wednesday at 7 P. M.
 W. B. Haws, C. R. R. Master
 J. W. Wright, C. R. R. Secretary
 W. P. McKinney, C. R. R. Collector
 J. I. Rooney, C. R. R. Receiver
 C. E. Bailey Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
 Geo. W. Reynolds, 498 Sloan st. Master
 Harry C. Reagan, 725 DeKalb st. Secretary
 C. H. Maul, 380 N 40th St. Collector
 John A. Boehn, 3915 Wallace st. Receiver
 H. C. Reagan, 725 De Kalb St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Thursday night
 E. S. Freeman Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 111 Moreau St.
 Patrick McFall, 78 Chatham st Montreal. Master
 A. Maynes, 64 Moreau St. Secretary
 Alfred Pring, 89 Marlborough st. Collector
 J. G. A. Brasseur, 83 Moreau St. Receiver
 C. Herbert Pys, Smith's Falls, Ont. Magazine Agent

336. FALL RIVER; Needesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 B. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 B. C. McClellan Receiver
 G. Harman, Box 45, Monett, Mo. Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
 Frank Dickens, 1311 Reservoir ave. Master
 Chas. M. Morgan, 1816 Bellevue ave. Secretary
 E. M. Reynolds, 1223 Reservoir ave. Collector
 Homer Howards, 1210 Reservoir ave. Receiver
 J. W. Leonard, 1841 Bellevue Ave., Mag. Agent

338. WEST BRANCH; Reno, Va.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 E. C. McFarland, Clermont, Pa. Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. RED MOUNTAIN; Birmingham, Ala.

Meets in Allen Hall every Sunday at 9 A. M.
 C. F. Barnett, Union Ticket Office Master
 W. G. Bailey, L Box 708 Secretary
 W. M. Alexander, 1,604 7th Ave Collector
 W. C. Bickel, 1721 Ave. B Receiver
 H. M. Turner, Room 19, Hood Building Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thursday at 7:30 P. M.
 Thos. Breen, L Box N Master
 John Clarke, L Box N Secretary
 Wm. S. Dix, L Box N Collector
 Chas. E. Jackson, L Box N Receiver
 John Clarke, L Box N Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
 Robert J. Geddis Master
 Joseph Callin Secretary
 Wm. Tomlinson Collector
 John Simmons Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th Thursday.
 Wm. Lowe, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Wm. Veal, Box 54 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.
 Frank Sellstrom, Lima Master
 Wm. B. Dean, Box 9 Lima Secretary
 Silas W. Nugent, Lima Collector
 Albert E. Jones, Lima Receiver
 W. B. Dean, Lima Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellows' Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.
 J. V. Dailey, 427 Nevada Ave. Master
 Jas. E. Durden, Box 531 Secretary
 J. V. Dailey, 427 Nevada ave. Collector
 D. M. Lewis Receiver
 John McCauley Magazine Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.
 H. E. Wood, Box 24 Master
 M. A. Frame, Box 24 Secretary
 Joseph Gerard, Box 24 Collector
 James Lyons, Box 24 Receiver
 M. Phlegley, G. C. & S. F. Shops, Dallas Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 8 P. M.
 F. T. Martin, 312 Haynes St. Master
 Geo. B. McArthur, 201 Gregory St. Secretary
 Geo. S. Walker, 800 E Wright St. Collector
 F. T. Martin, 312 Haynes St. Receiver
 R. P. Harmon, 1106 E Jackson st. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall every Thursdays at 3 P. M.
 Wm. A. Williams, L Box 21 Master
 Benj. Oldham Secretary
 Augustus Falkner Collector
 B. S. Williams, L Box 21 Receiver
 James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 8 P. M. in K. of P. Hall.
 D. M. Neidigh Master
 O. M. Abel, Box 142 Secretary
 H. M. Wall Collector
 Henry Henson Receiver
 E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.
 Wm. Peoronto, New Durham Master
 M. Whiskers Secretary
 M. Whiskers Collector
 Harry Poynton, Box 2, New Durham Receiver
 Joe Lewis, New Durham Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
 Chas. Compton, S. Amboy Master
 E. P. Wortley, S. Amboy Secretary
 Levi M. Landis Collector
 Theodore B. Mertz Receiver
 Jas. P. Wade Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
 Edward Doudt Master
 Edward T. McNally Secretary
 J. S. Pursell Collector
 Charles Prutzman Receiver
 Wm. Hartly Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
 John H. Sweeney, 9 Fairfield st Master
 H. W. McGarghan, 9 Fairfield st Secretary
 J. P. Hill, 73 Main st Collector
 C. P. Kelly, 89 Foundry St Receiver
 J. W. Holland, 175 S. Main St Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.
 C. F. Whitehouse, 24 Howe st Master
 W. E. Moynihan, 9 Strongs Ave Secretary
 H. Laselle, 23 Pine st Collector
 D. Townner, 6 Fine st Receiver
 A. B. Morgan, 14 Plain St Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
 John Parker, 162 Orange st, Newark Master
 John S. Kennan, 85 Madison St Secretary
 Patrick Ash, South Orange Collector
 John Lord, 136 Morris st, Morristown Receiver
 C. Q. Carman, Jr., Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 W. W. Brooker, 184 S Hickory St Master
 M. S. Perrigo, 214 Gardner St Secretary
 H. H. McPeck, C. S. F. & C. B. R. Collector
 T. F. Hannan, 411 S Desplaines St Receiver
 M. O'Grady, 701 Scott St Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.
 D. L. Ingalls, 75 Perry st Master
 R. J. Lilly, 57 1st St Secretary
 E. J. Lilly, 57 1st St Collector
 M. E. Hogan, 21 Spruce St Receiver
 F. Degroot, 160 Clinton Ave Magazine Agent

357. JUSTICE; Vanceborough, Maine.

Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
 John E. Shea Master
 Whitfield Nobles Secretary
 Clair J. Tabor, Woodstock, N. B Collector
 R. A. Kennedy Receiver
 F. W. Henderson, Portland St
 St. John, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 Morris Leahy, 391 Greenwood ave Master
 W. R. Perrin, 127 E. Isabel St Secretary
 Peter Kallston, 38 Chicago ave Collector
 Peter Anderson, 1428 Washington Ave., S.
 Minneapolis Receiver
 Fred. Whistlen, 1015 Washington Ave., S.
 Minneapolis Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.
 H. A. Hammond Master
 S. E. Barner, E 4th st Secretary
 Chas. Weddle, E Harvey ave Collector
 Wm. T. Mahan, Chanute Receiver
 J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
 Sam. R. Pursell, 101 Mound St Master
 A. W. Binns, E High St Secretary
 James J. Jordan, 27 Scott st Collector
 Joseph A. Taylor, 1027 Market St., Sandusky Receiver
 Jos. Groetham, 1204 Washington st., Sandusky Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.
 Jas. Gabriel, O. & M. Shops Master
 W. E. Ensign, O. & M. Shops Secretary
 A. E. Mix, O. & M. Shops Collector
 John H. Kernan, O. & M. Shops Receiver
 Wm. Wendling, O. & M. Shops Magazine Agent

362. CATABACT; Suspension Bridge, N. Y.

David Haley, Niagara Falls Master
 John C. White, Box 325 Secretary
 Jas. A. Shrimpton, Niagara Falls Collector
 T. E. Swailwell, Niagara Falls Receiver
 R. J. Pitts, 56 4th st., Niagara Falls Mag. Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sundays 2 P. M.
 J. M. Reilly, 324 North Ave Master
 Fred R. Elliott, 535 E 140 St Secretary
 A. W. Eggleston, White Plains Collector
 M. J. Lynch, 378 Willis Ave Receiver
 M. J. Lynch, 378 Willis Ave Magazine Agent

364. SOUTHERN STAR; Sanford, Fla.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. S. Perry Master
 C. T. McDaniel, Palatka Secretary
 Andrew A. Harvey Collector
 A. J. Holland Receiver
 Andrew A. Holland Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 J. W. Stack Master
 A. E. Wells, Box 568 Secretary
 F. L. Darling, Windsor Collector
 A. G. Firman, Windsor Receiver
 F. E. Keach, 1 Estabrook St., Brattleboro Magazine Agent

366. OASIS; Ogden, Utah.

Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
 G. J. Burleigh, 2874 So. Washington ave Master
 M. P. McMillan, Box 372 Secretary
 James Tomasek, Box 372 Collector
 C. H. Bishop, Box 372 Receiver
 Sam Walker, Box 372 Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe, Box 200 Secretary
 Robt. S. Green Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Bk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 D. H. Diller, 558 W Pine St Master
 Jno. Gallagher, 343 Brower St Secretary
 J. R. Hambley, 824 Olive St Collector
 F. B. Squires, 737 Lincoln St Receiver
 J. W. Welch, 924 State St Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 E. T. Carroll Master
 G. P. Metler Secretary
 L. O. Leimbach Collector
 J. C. Wickham, Box 304 Receiver
 L. O. Leimbach Magazine Agent

376. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 2d and 4th Wednesday
at 7:30 P. M.
A. H. Benson Master
W. C. Ferguson Secretary
C. N. Leeman Collector
Charles Torrence Receiver
Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
R. S. Reardon, Box 335 Master
A. H. Page, Box 335 Secretary
J. C. Fletcher, Box 335 Collector
A. H. Page, Box 335 Receiver
A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday after-
noon and 3d Wednesday evening.
Geo. H. Smith, Box 33 Master
Samuel Hunter, Box 33 Secretary
F. W. Fahrenkamp, Box 33 Collector
W. D. Pettibone, Box 135 Receiver
A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 1 P. M.
James McQuaid Master
W. F. Hackett Secretary
F. Courtway Collector
Frank McAdams, Box 223 Receiver
Geo. W. Warren, Box 223 Magazine Agent

374. McALLISTER; Herington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M.,
and 3d Thursday at 7:30 P. M.
L. Gay, Box 92 Master
O. L. Collier Secretary
J. M. McChord, L Box 387 Collector
H. G. Decker, L. Box 389 Receiver
H. G. Decker, L. Box 389 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d
Sundays at 2 P. M.
Horace Hopkins, 465 May St. Master
John Stevens, 1123 E Third St. Secretary
Frank G. Stillwell, 28 N Van Lear St. Collector
N. W. Rose, 19 Galloway St. Receiver
N. W. Rose, 19 Galloway St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
R. J. Sandidge, L. Box 2 Master
H. B. Haviland, Box 253 Secretary
B. L. Wheatley, L. Box 42 Collector
B. J. Morgan, Box 383 Receiver
Frank Walker, L. Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and
3d Tuesdays at 8 P. M., and 2d and 4th at
8:00 A. M.
J. E. Myers Master
J. L. Schreiner, Box, 567, Bellevue Secretary
O. F. Wilkins Collector
C. A. Wilcox, Box 301 Receiver
G. W. Nash Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees
Rocks, Pa., at 1:30 P. M.
Wm. Newman, McKee's Rocks Master
Samuel Evans, McKee's Rocks Secretary
W. F. Morgan, McKee's Rocks Collector
Clare L. Hinsdale, McKee's Rocks Receiver
Frank J. Thomer, 5720 Penn ave.,
Pittsburg Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of E. Hall, Cornell's Block, 1st and
3d Sunday at 11 A. M.
Wm. Preston, Waverly, N. Y. Master
James H. Denton, Box 290 Secretary
Wm. J. Stewart, Box 216 Collector
Johnson Walt Receiver
Johnson Walt Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at
1:30 P. M.
A. A. Zimmerman, 123 Lincoln St. Master
Frank Cox, Box 691 Secretary
A. A. Zimmerman, 123 Lincoln St. Collector
Wm. J. Agius, 208 Seventh ave. E. Receiver
Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays a
1:30 P. M.
J. L. Williams Master
E. E. Pringle Secretary
J. A. Kelfer Collector
J. C. Kless Receiver
H. M. McFeaters Magazine Agent

382. BETHESDA; Waukeha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at
2 P. M.
Alex. Turner, Box 330 Master
J. J. Purcell, Box 1150 Secretary
Wm. Doyle Collector
J. M. Dowd, Box 1150 Receiver
Jas. H. McMahon Magazine Agent

383. PETROLEUM; Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycam-
ore Sts., 2d Sunday and 4th Monday.
John H. Quirk, Box 330 Master
S. C. Lowrey, Box 598 Secretary
John Davis, Box 783 Collector
A. G. Sittig, Box 80 Receiver
L. G. Stone, 317 Seneca St. Magazine Agent

384. E. H. WILBUB; Lehighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and
4th Sundays.
Wm. F. Hofford Master
Alvin H. Miller Secretary
A. T. Henry, Box 122, Weisport Collector
Alvin Rex Receiver
Wm. F. Hofford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at
10 A. M.
M. S. Tucker Master
L. Burkhalter Secretary
L. Burkhalter Collector
Henry Montgomery Receiver
B. L. McGinnis Magazine Agent

386. RAMONA; San Diego, Cal.

Meets 2d Sundays at 2 P. M. and 4th Sundays at
8 P. M.
Jas. L. Stearns, National City Master
Alfred T. Washington, National City Secretary
Jas. L. Stearns, National City Collector
R. V. Dodge Receiver
J. M. Davis, Box 573 National City Mag. Agent

387. RED ROCK; Schreiber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
Wm. T. Norris, Box 111 Master
Fred. Hedge Secretary
Wm. Fixter Collector
Hugh Groyne Receiver
James Wilson, Box 38 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d
Sundays at 2:30 P. M.
J. M. Grobben, 942 Kinnickinnic Ave. Master
P. R. Fay, 345 Van Buren st. Secretary
Wm. McHenry, 193 Burrell St Collector
Wm. McHenry, 193 Burrell St Receiver
John Pier, 264 Madison St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I.O.O.F. Hall, 2d and 4th Sundays at 2 P. M.
M. J. McCarthy Master
W. M. Black Secretary
W. M. Black Collector
A. H. Tucker Receiver
Jerry Shea Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 James H. McBride Master
 J. C. Doughty Secretary
 Frank P. Doughty Collector
 C. H. Oliver Receiver
 Wm. Winfrey Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
 2d and 4th Sundays at 2 P. M.
 Wm. A. Lawrence, 2725 Kansas ave. Master
 E. H. Pattison, 2718 Kan's Ave Secretary
 Robert Eyler, 2520 Hamilton st. Collector
 E. M. Babb, 2621 Kinsley st. Receiver
 E. M. Babb, 2621 Kinsley St. Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellow's Hall 1st and 3d Monday
 evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin, Box 39 Collector
 Wm. R. Ransom, Cokeville Receiver
 J. D. Davis, Box 20 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 J. W. Boyer, 1220 Wallace St. Master
 S. M. Myers, 506 Kelker St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 William K. Drake, 1531 N 8th St. Receiver
 William C. Taylor, 1506 N 5th St. Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
 2d Saturday and 4th Sunday at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 E. K. Cole, Riverside Hotel Secretary
 Charles E. Harris Collector
 E. K. Cole, Riverside Hotel Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Sundays at
 7:30 P. M.
 S. C. Pearson, L. Box 129 Master
 Wm. Ashworth, L. Box 129 Secretary
 John T. Cuff, 118 Topeka av., Topeka. Collector
 C. S. Wilcox, L. Box 129 Receiver
 John T. Cuff, 118 Topeka ave., Topeka. Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 2:30 P. M.
 Paul J. McBride Master
 A. F. Keith Secretary
 C. C. Hanlin Collector
 G. W. Seybert Receiver
 G. W. Seybert Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays,
 at 10:00 A. M.
 N. B. Scrogin Master
 F. M. Rainey Secretary
 J. M. Gleadall Collector
 N. B. Scrogin Receiver
 Frank J. Farnell Magazine Agent

398. CONSTANT; Olean, N. Y.

Meets in Forester's Hall, Union st., between Law-
 rence and Sullivan, sts., 1st and 3d Sundays at
 2 P. M.
 J. H. Brinkerhoff, Nunda Master
 W. P. Branch, 22 Whitney ave. Secretary
 A. F. Johnson, 192 Sixth st. Collector
 Thos. F. Little, 157 Eighth st. Receiver
 W. P. Branch, 22 Whitney ave. Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at
 7:30 P. M.
 James Gordon, Jr., 588 N Rampart St. Master
 W. A. O'Donnell, 164 Laurel St. Secretary
 Jas. Gordon, Jr., 588 N Rampart St. Collector
 George Perry, 159 Spain St. Receiver
 W. A. O'Donnell, 164 Laurel St. Magazine Agent

400. MARIAS DES CYGNE; Oswatimie, Kan.

Meets in Odd Fellows' Hall every Saturday at 7
 P. M.
 M. C. Barker Master
 E. L. Davis Secretary
 George P. Reed Collector
 Daniel King Receiver
 Daniel King Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at
 10 A. M. and 2d and 4th Sundays at 4 P. M.
 Walter H. Bell, Box 68 Master
 B. L. Searles, Box 265 Secretary
 George Gylendenskog Collector
 Martin Muth Receiver
 M. O'Rourke, Duluth Magazine Agent

402. WATER LILY; Water Valley, Miss.

Meets in Odd Fellows' Hall, 1st and 3d Mondays
 at 2 P. M.
 W. H. Price, Box 65 Master
 J. W. Diesel, Box 65 Secretary
 Wm. G. Guess, Box 65 Collector
 Jacob P. Bengtson Box 111 Receiver
 J. R. Gaffney, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. P. Hall 2d and 4th Sundays at 2 P. M.
 Walter M. Moore, 610 Dinwiddle St. Master
 O. W. Gaskins, cor. County and Pearl sts. Secretary
 O. W. Gaskins, cor. County and Pearl st. Collector
 Walter M. Moore, 610 Dinwiddle St. Receiver
 J. F. Sullivan, 103 Crawford St. Magazine Agent

404. GRAVITY; Dunmore, Pa.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2
 P. M.
 W. W. Swartz Master
 Chas. E. Collins Secretary
 W. J. Stuart Collector
 Daniel Wegeott Receiver
 Dan. Gilbride Magazine Agent

405. VANDALIA; Effingham, Ill.

Meets in K. H. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Crise, Box 251 Master
 Jacob Schmidt, Box 301 Secretary
 W. H. Crise, Box 251 Collector
 August Underliner Receiver
 James Lett, Box 251 Magazine Agent

406. THANKSGIVING; Foxburg, Pa.

Meets in Odd Fellows Hall, 2d and 4th Sundays
 at 8:30 P. M.
 Gillian C. Miller Master
 William F. Keefer Secretary
 Payson J. Lancaster Collector
 Jas. E. Dunlap Receiver
 John B. Gates Magazine Agent

407. PUGET SOUND; Seattle, Wash.

Meets in Brunswick Hall, cor. Madison and Front
 Sts., every Sunday at 7:30 P. M.
 Wm. Blackman, C. & P. S. Shops Master
 C. E. Houston, C. & P. S. Shops Secretary
 James Gilluly, care C. & P. S. Shops Collector
 C. E. Houston, care C. & P. S. Shops Receiver
 Geo. Burns, cor. 7th and Main St. Magazine Agent

408. CRYSTAL; Jacksonville, Ill.

Meets in A. O. U. W. Hall, south side Public
 Square, 1st and 3d Sundays at 2 P. M.
 Gus. J. Vieira, 754 W. Lafayette ave. Master
 F. E. Morrison, 131 Hardin ave. Secretary
 F. E. Morrison, 131 Hardin ave. Collector
 O. P. Hairgrove, 1302 E. Main st. Receiver
 F. E. Morrison, 131 Hardin ave. Magazine Agent

409. AIR LINE; Huntingburg, Ind.

Meets in K. P. Hall, 2d and 4th Sundays.
 Lee S. Mayer Master
 Frank Bowen Secretary
 Geo. W. Prout Collector
 Jas. A. O'Neill Receiver
 Frank Bowen Magazine Agent

410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.

Meets in G. A. R. Hall, 1st and 3d Sunday.
 F. L. Johnson, 21 Winthrop st. Master
 W. A. Clements, 99 Nashua st. Secretary
 E. E. Nowell, 99 Nashua st. Collector
 J. L. Powers, 44 Nashua st. Receiver
 J. M. Agnew, 100 Hilland ave. Magazine Agent

411. WOLVERINE; Marshall, Mich.

Meets in A. O. H. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Bourke, Box 615 Master
 Jere P. Mahoney Secretary
 Thomas Butler Collector
 G. W. De La Vergne Receiver
 Joseph Faulkner Magazine Agent

412. MT. BAKER; Ellensburg, Wash.

Meets in Engineer's Hall, every Saturday evening.
 H. McCabe, Box 306 Master
 J. A. Patchett, Box 306 Secretary
 J. T. Kirby Collector
 A. W. Brummitt Receiver
 Ernest Stewart Magazine Agent

413. TWO REPUBLICS; San Luis Potosi, Mexico.

Meets in Hall 5, Calle De Morales No. 23, 1st and 3d Sundays at 2 P. M.
 John McBride Master
 Wylie McFarland Secretary
 Walter Blount Collector
 Frank O. Brantley Receiver
 F. O. Brantley, Box 122 Magazine Agent

414. ADAMANT; St. Louis, Mo.

Meets in Masonic Hall, Cor. Chouteau Ave. and Old Manchester Road, 1st and 3d Fridays at 7:30 P. M.
 W. W. Reid, 3968 Chouteau Ave. Master
 A. A. Fortney, 827 Old Manchester Road Secretary
 L. A. Wilson, 1045 Old Manchester Road, Collector
 A. A. Fortney, 827 Old Manchester Road, Receiver
 J. G. Hynes, 1213 Old Manchester Road Magazine Agent

415. MAYFLOWER; Louisville, Ky.

Meets in Market Hall, Shelby St., bet. Market and Jefferson Sts., Wednesdays at 2 P. M.
 B. W. Blue, 1018 Washington St Master
 Geo. C. Twyman, 1280 New Main St Secretary
 Slade Carr, 1415 Frankford Ave Collector
 W. M. McKenna, 938 E. Jefferson St Receiver
 W. M. McKenna, 938 E. Jefferson St Mag. Agent

416. RADIANT; Mahoningtown, Pa.

Meets in Smith's Hall, 1st and 3d Sundays at 1 P. M.
 F. N. Truesdale Master
 J. H. McIlvenny Secretary
 Jas. G. Barrett Collector
 F. Churchfield Receiver
 J. H. McIlvenny Magazine Agent

417. FT. SUMTER; Charleston, S. C.

Meets in Irish Volunteer Hall, 12 Vanderhorst St., 1st and 3d Sundays.
 John B. Nunn, 1613½ Mark St., Augusta, Ga. Master
 I. J. Fickling, 168 St. Philip st Secretary
 W. B. Johnson, 53 Line St Collector
 P. J. Holtzlander, 14 Line St Receiver
 J. J. Fickling, 168 St. Philip St Magazine Agent

418. BALD EAGLE; Jersey Shore, Pa.

Meets in Engineer's Hall, cor. Allegheny and Wiley Sts., 2d and 4th Sundays at 1:30 P. M.
 Robt. L. Muir Master
 Thos. Snyder Secretary
 Patrick Sherry Collector
 C. H. Sherry Receiver
 W. H. Johnson Magazine Agent

419. STEPTOE BUTTE; Tekoa, Wash.

Meets in Warner's Hall, Main street, Tuesdays at 7:30 P. M.
 D. S. McDonald Master
 Geo. N. Smith Secretary
 J. J. Winslip Collector
 John Wilson Receiver
 H. K. Taylor Magazine Agent

420. ANN ARBOR, Owosso Mich.

Meets in G. A. R. Hall, Main and Washington streets, 2d and 4th Sundays at 2 P. M.
 Geo. W. Crinklaw Master
 Watson Hurst Secretary
 Geo. S. Corey Collector
 Frank E. Harrington Receiver
 James Moore Magazine Agent

421. WINDSOR, Windsor, Ont.

Meets 2d and 4th Mondays at 7:30 P. M.
 John A. Finnie Master
 J. H. Hall, Walkerville Secretary
 Thos. H. Yotes Collector
 C. B. Finley Receiver
 Thos. Noble Magazine Agent

422. LAKE VIEW, Ashtabula, Harbor, Ohio.

Meets in E. A. U. Hall, Harbor, 1st and 3d Sundays at 7:30 P. M.
 Rollin J. Mills, Box H Master
 E. J. Barnard Secretary
 M. C. Schram Collector
 Wm. Strong Receiver
 J. E. Fitzgerald, Ashtabula Magazine Agent

423. MOUNT HELENA; Helena, Mont.

Meets in I. O. O. F. Hall, Main and Jackson St., 2d and 4th Saturdays at 7:30 P. M.
 Thos. McCarthy, 1517 Gallatin St Master
 F. W. Lenzie, 1566 Phoenix Ave Secretary
 Jos. Wagner, care J. C. Stobbs, Depot Collector
 O. F. Whitehead, care J. C. Stobbs, Depot, Receiver
 J. M. Mortimer, M. C. Depot Magazine Agent

424. FLEETWOOD; Covington, Ky.

Meets in Odd Fellows Hall, Madison Ave. and 5th St., 2d and 4th Sundays at 2 P. M.
 E. A. Lyman, 119 E. 13th St Master
 Chas. E. Bass, 1389 Scott st Secretary
 J. W. Kincaid, 1414 Garrard St Collector
 H. E. Falls, Ludlow Receiver
 H. E. Falls, Ludlow Magazine Agent

425. PETER BURNS; East Nashville, Tenn.

Meets in Wingrover's Hall, North First st., every Monday at 3:00 P. M.
 Wm. Green, 23 North Second st Master
 J. L. Enoch, 241 Foster st Secretary
 L. M. Rowe, 241 Foster st Collector
 H. P. Bledsoe, 205 Berry st Receiver
 L. M. Rowe, 241 Foster st Magazine Agent

426. TOMBIGBEE; Columbia, Miss.

Meets in K. P. Hall, 1st and 3d Sundays at 3:30 P. M.
 J. A. Cheatham Master
 Geo. W. Carson Secretary
 Percy W. Gardner Collector
 John W. Bealle Receiver
 Percy W. Gardner Magazine Agent

427. CONGAREE; Columbia, S. C.

Meets in Phoenix Hook and Ladder Fire Co. Hall, every Saturday at 7:30 P. M.
 T. M. Glenn, 249 Henderson st Master
 M. J. Bolling, 164 Laurel st Secretary
 C. A. Bigby Collector
 F. L. Outlaw, 164 Laurel st Receiver
 W. S. Fetter, 41 Richmond st Magazine Agent

428. CHEROKEE; Van Buren, Ark.

Meets in A. O. U. W. Hall, 2d and 4th Thursdays at 7:30 P. M.
 E. S. Dickerson Master
 D. H. Eakin Secretary
 J. H. Brock Collector
 D. H. Eakin Receiver
 Frank Johnson Magazine Agent

429. MOUNT PLEASANT; Chicago, Ill.

Meets in Kane's Hall, 3155 Archer ave, 1st and 3d Sundays at 7:30 P. M.
 G. W. Martin, 2863 Main st Master
 Peter W. Walsh, 44 Mill st Secretary
 Joseph Smith, 3551 Marshall st Collector
 Daniel Canney, 25 Fuller st Receiver
 M. O. Ricksecker, 1513 35th st Magazine agent

430. WINCHESTER; Martinsburg, W. Va.

Meets in B. of L. F. Hall, corner Rawley and Martin sts., 1st and 3d Saturdays at 7:30 P. M.
 James Cornellius Master
 Michael Sharon Secretary
 J. W. Yost Collector
 W. O. Sutter Receiver
 W. O. Sutter Magazine Agent

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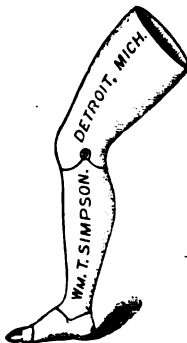
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[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1898.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employés in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We are confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E.

[SEAL.]

G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1898.

TO BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the principal representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

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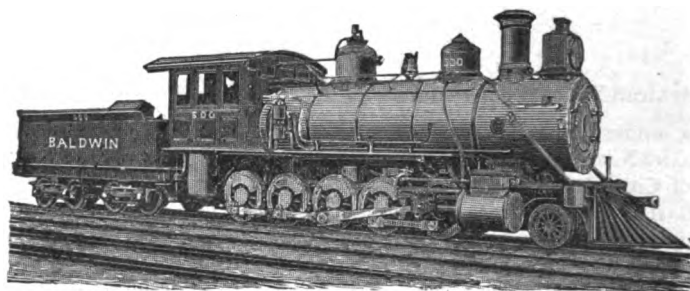
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VOL. XIV.

OCTOBER, 1890.

No. 10.

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OUR CIVILIZATION.

In defining the term "Civilization," Webster quotes Burke, as follows:

"Our manners, our civilization, and all the good things connected with manners and with civilization have in this European world of ours, depended for ages upon two principles—I mean the spirit of a gentleman and the spirit of religion."

In speaking of the conditions of the human family, it is usual to begin at the bottom—"savage," and advance by grades thus: "savage," "barbarous," "half-civilized," "civilized" and "enlightened." The lowest order of savagery is the cannibal, and the most exalted type of civilized man is held to be the Christian. Africa furnishes the former, Europe and America the latter. Between these extremes, the world is supplied with conditions which for their proper characterization defy pen or pencil.

It is doubtless quite true, that there are men qualified to describe individuals of the lowest and the highest types of the human family—a fetich worshipping Hottentot, a New Zealand cannibal or a Sir Isaac Newton, and in doing this, men are able to arrive at conclusions more or less satisfactory of intermediate conditions. The difficulty that confronts the student is found in the fact that while it is possible to find an entire people sunk in savagery, it is impossible to find a nation fully civilized or enlightened. To make the problem still more perplexing, it is found in nations, the most boastful of their civilization and enlightenment, conditions well calculated to make even savages blush.

In the old school books, children were once taught that the aborigines of America—the savage red men, were chiefly engaged in "hunting, fishing and war." Let the student scan the records and with the facts before him answer, if since civilized and enlightened Europeans took possession of the new continent they have not pursued the same avocations, "hunting, fishing and war?" And now, after four hundred years of civilization and enlightenment, what have we to show for it all? The answer is ready. The wilderness has fled before the onward march of civilization; the savage has been driven westward; the wigwam is gone. As successive waves of population have moved westward, northward and southward, the city and the village dot all the land, the forest has given way to the farm, the church and

the school house tell of the triumphs of our civilization; the ring of the anvil, the click of the loom, the hum of machinery, the roar of the forge, and the plowman's song blend in ceaseless anthems of praise of our civilization. The statistician and mathematician work in harmony to estimate the wealth of the nation, and confess that facts exceed their figures, get beyond their grasp and dazed by the magnitude of sum totals they exclaim in the language of Sheba's Queen, "the half has not been told." Civilization crowned and glorified by triumphs and still striding onward to achieve new conquests is more boastful than was old Nebuchadnezzar, when he claimed to have built "great Babylon" by the "might" of "his power" and for his own honor. Then it was required to say "O King, live forever." Shall we say the same when speaking of our civilization? Under the shadows of our churches there are those who "know not God," and in many an aristocratic sanctuary (?) there is no place where the poor may listen to the glad sounds of salvation, as taught by one who confessed himself poorer than the foxes that have holes, poorer than the birds that have nests, and who, were he incarnate, could no more enter such a palatial sanctuary (?) than a camel could pass through the eye of a needle.

Under the influence of our civilization, the tenement house den, the abode of indescribable squalor, more repulsive than the huts of cannibals, where death, moral and physical, dirt, crime, and demoralization forever hold high carnival, stands beside the palatial home of the millionaire and hisses into the ears of the world "see what civilization has done to make life worth the living."

Behold the temples of justice! How beautiful to the eyes of those who admire art in architecture. To call them "temples of justice," is the climax of irony. A writer in the *Chicago Times* of recent date, discusses at some length court proceedings. The idea seems to be that there is too much litigation. This is doubtless true, and if true, it is because under our "boasted civilization" wrong and injustice flourish, until they become like the "pestilence that walketh in darkness" and like "the destruction that wasteth at noonday." The idea prevails that to arrest the scourges that afflict society laws should

be enacted, and thus we have it, that Congress, forty-three states and three territories are almost continuously making laws to remedy the evils of civilization. If statutes were bricks, we could duplicate Cheops. Our civilization, while greatly aroused upon the importance of law is shamefully disregardful about the men who administer the laws, and the cry goes up everywhere that the laws are right but that the courts are debauched. Says the Chicago writer:

As a scheme for using the courts exclusively as an instrument for the oppression of the poor by the rich and thereby destroying all hope of justice by law, this could hardly be improved. Look at the effect of it! A tenant is unlawfully evicted by his landlord, a man who is insured, commits the crime of dying, an employé under contract is discharged without cause and maliciously maligned. The sufferer goes to his oppressor and is threatened with interminable litigation unless he drops the matter. The landlord says: "I can't afford to take this case through all the courts of the country." The corporation says: "We pay our attorneys by the year and law costs us nothing to speak of." By such representations, practically true, unfortunately, the poor have been oppressed for many years, and to throw the burden of all cases on the litigant is to close the courts to all but the rich. When the poor find there are no courts open to them there will be some conversions to the doctrines of anarchy. To value a term of court by the amount of its judgments entered is singularly shortsighted because one man is sued for \$100 and has to pay it thousands of men pay similar amounts that they do not owe. At the present time in Chicago it is probably much better to lose \$25 or \$30 than to sue for it—that is, for the man who has no large business which puts him in the position that he can not afford to refrain from suing. To increase the burden of costs so that it would be unprofitable to sue for \$100 or \$200, would be to close the courts to the common people. Let that be done and the judges may wear crowns and scepters if they please. The people will settle their difficulties without troubling them. If one man, honestly and justly, owes another \$1 the whole people have infinitely more interest in his paying it than the creditor has, and if they furnish him a court of justice and pay all the expenses, including witness fees and attorney's fees, and even the plaintiff, for the time spent in securing his rights they will gain by so doing because the millions of men who owe small debts will know that they must pay them. And whether so or not, if the judicial department of the government is not worth its maintenance by the people, what department is? If the government does not wish to commit suicide it had better leave its courts open to the people so that even the poor may obtain justice without delay and cheaply.

What has our "boasted civilization" secured? A free open sanctuary where the rich and poor worship together? No, not at all.

Courts where the poor by virtue of the majesty of the law can obtain justice as certainly as the rich can defeat it? No. Such a conclusion would be as far from the truth as Sirius is from the orbit of the earth. If it were true, the huts of the Pennsylvania miners and Coke burners would cease to be the abodes of hunger and rags and would become the homes of people enjoying the comforts of life, ablaze with joy and contentment, fit places for children to be born and reared for the responsibilities of American citizenship. What is a civilization worth that forever panders to the rich and degrades the poor? that surrounds Christ's religion with pagan pomp and pride, and makes a temple of justice more repulsive than a "whited sepulcher?" Shall we estimate civilization by our material prosperity? by railroads and mines? by products of field, farm and forest? by factory, ships and commerce? If these be the standards let all the people chant the glories of our civilization for it is worthy of the loftiest strains of the oratorio, the grandest sentences of eloquence. But, if civilization means more than material prosperity—if it means that when Heaven's bounties provide for all, all shall share alike in the necessities and comforts of life—if it means that the right is triumphant and that justice prevails, then, it must be confessed, that civilization in all lands and climes, is a failure. And yet, there is a hopeful view to be taken of the situation. In the past, civilization has been for the few—the bloated, blear-eyed, proud and pompous few—and the more these "divine right rulers" were civilized, the more degraded became their victims. In the combination of throne, church and court, right, justice, truth, all were exiled. Things are somewhat changed now—civilization is having a new interpretation—Burke's "gentleman" and Burke's "religion," no longer answer the demand. Men no longer venerate the throne. The crowned head is a thing for flings and jeers. Democracy confronts autocracy and aristocracy in a way to create solicitude in castle and palace. The world is preparing for a better, a higher civilization. The Iconoclast is abroad. He is beating down images and shams. It is not worth while to discuss dates. A revolution is coming,

and there are ten thousand voices crying—not only in the wildernesses, but in cities, and on all the highways of progress—"prepare the way for the new dispensation." The workingmen are organizing and federating, they are reading and resolving. It is a new force in human affairs. The shibboleth of the mighty army is "Justice." The world beholds the dawn of its reign. The world needs it. Resist it? Who? The kings with their armies? The church with its anathemas? The rich with their treasures? As well seek to arrest the world in its whirling circuit around the sun, or by a decree, change the currents of the ocean. It is the coming of a civilization when the Pharisee shall be stripped of his phylactery, the king of his crown, the aristocrat of his power, and men, honest men, workingmen, shall walk forth sovereigns of the world, the absolute controllers of their divine birthrights, "life, liberty and the pursuit of happiness."

Men will doubt it; they will sigh for the old "flesh pots," for the old fetters and degradation, but the revolution will go on all the same. Faction will flourish for a time; there will be wrangling about leaders, there will be distrust, desertion and defeat, but there will be victories and progress. There will be apostates and traitors, but there will be strong men whose devotion will never waver, and whose courage will be equal to every demand. There need be no great social upheavals as harbingers of the new order of things. It may come as noiselessly as the seasons, as seed time and harvest, as bud and bloom and fruit, but come it will though every water course be transformed into a red sea. The will of God is to be probated, and the legatees, so long defrauded, are at last to be awarded their rights by decrees from which there is no appeal. Then let the morning stars sing together again, then let the sons of God shout for joy again, for then it will be seen that God, who is no respecter of persons has in His own good time, so shaped events that the workingman's badge is a passport to those high planes of life and light which since the world began, by crime and injustice, have been withheld from those whom it was God's will should enjoy them.

MULTIPLIED HORRORS FOR EUROPE AND AMERICA.

Those of our readers at all inclined to the contemplation of the horrific should purchase the *Arena* for August, and read "The Coming Cataclysm of America and Europe," by Prof. Jos. Rodes Buchanan, M. D. It is a paper abounding in the portentous and appalling, to an extent that would make an army of underwriters exceedingly despondent.

Prof. Buchanan has his theories well in hand. He has his catastrophes admirably classified and arranged as to time and extent. He quotes the ghost in Hamlet—"I could a tale unfold"—and then unfolds his tale in a way well calculated to make those who take stock in hallucinations wish they had been born on some other planet—and yet, the Professor is fascinating. There is a charm in his recitals of death and destruction that captivates, and the reader finds himself under the influence of enchantment which holds him to the text from Alpha to Omega; in fact, he half-way regrets when he reaches the end of the tale, when the last frightful picture in this panorama disappears. Notwithstanding the fearfully awful and harrowing character of the Professor's visions, he asserts that he is "naturally an optimist, a full believer in the noblest destiny of man," but he is of the opinion that reason, evidence, science and the teachings of history are against optimism, that is to say, that "all things are ordered for the best." If things could be ordered for the worst, or worse than the Professor paints them, it is difficult to see in what way the outlook could be made more deplorable. Some one, in describing the mountain scenery of Switzerland, said:

"Hills peep o'er hills,

And Alps on Alps arise,"

And Prof. Jos. Rodes Buchanan, M. D., has the terrible peeping o'er the horrible, while cataclysms on cataclysms arise.

The article begins by quoting Gen. Ben. Butler who, facetiously, is styled, "one of our ablest statesmen." It seems that a banquet was gotten up in honor of Gen. Ben. May 1st, 1890, in Boston, at which the General, among other things, predicted a "financial cyclone," which would leave "no

building or institution" standing. General Butler's statesmanship is of that common character which manufactures protected goods and exacts tribute from an over-taxed people, and we apprehend, should the "cyclone" of which the General speaks, strike his "bunting" factory, prices would be reduced and the universal Yankee nation, in that event, would be able to celebrate "labor day" at a reduced cost for banners.

Following Gen. Butler's prediction of financial disaster, we are told that the mortgage debt of American farmers amounts to the round sum of \$3,450,000,000, "which could never be paid." The cyclone would wipe out this debt. It would balance books, and then the farmers could hope for better times. The Professor is confident that a "settlement of the old feud between capital and labor" must be had, and he is of the opinion "the settlement must be a bloody one."

Prof. Buchanan writes like a seer; he sees himself up as a soothsayer, an astrologer, and he predicts universal ruin.

He notices that "Western farmers are becoming incendiary, and that the turbulent elements of cities are looking forward to blood." He sees "angry passions" and "social agitators and rhetorical exaggeration of the wrongs of labor," and predicts as a result, civil war. It is the aggressive power of organized masses on one side and on the other side "Plutocracy, political corruption managed by financial schemers" constituting "the serpent," which the millions have determined "must be crushed."

The Professor does not go astray when he points out the viciousness of legislation which has aided schemers to amass " princely fortunes," and his declaration that the Republic "cannot stand on a prince and pauper basis" is evidently correct. The error into which Prof. Rodes Buchanan, M. D., falls is, that existing evils are beyond peaceful remedy. Reference is made to the Chicago Anarchists, to Ku-Klux and White Caps, and even the Astor Place riot, as far back as 1849, is mentioned to prove that the "poison of vindictive anger has entered the life-current of the nation."

Along the wharves of Chicago the water is impure, but out in the lake it is pure.

The great inland sea cannot be contaminated. The great mass of the American people are not Anarchists, Ku-Klux, White Caps nor unimprisoned felons, a fact which the Professor fails to notice. "But one thing," says the Professor, "is necessary to insure a conflict," and adds: "The armies must be gathered and organized in two hostile camps, for mobs do not make war. The organizing is going on now as never before in the world's history. The labor party, the anti-capital party, will soon embrace from one to two millions of men, bound together by common interest, common sympathies, and common hatred of everything hostile to their interests, with a strong conviction that they are an oppressed class and small patience with their oppressors, while the consciousness of their physical power will encourage a defiant and uncompromising attitude. In such a condition the disturbances or mobs which are usually local and temporary, electrify the mass and become a national convulsion. A single individual may become the immediate cause of a civil war."

We protest against the Professor's estimate of the purpose of organized labor. Organized labor proposes peaceful remedies. Workingmen are builders and preservers. They see the drift of events. They know that in due time a remedy for crushing wrongs can be applied—not in war, slaughter, conflagration and mob rule. Workingmen are for law and order; when sufficiently organized they will see to it that unjust laws are repealed, that honest laws are honestly administered. The evils of which Prof. Buchanan complains have their seat in vicious laws, and in vicious courts, and it may be said that even just laws, as they stand upon the statute books of States, are made dead letters because of corrupt officials. Workingmen are in the majority, and their organization and federation is the hope of the country. There is no feud between capital and labor. Workingmen are not the enemies of capital. Their life-struggle is to obtain their fair share of it. They are the enemies of that class of capitalists who deny them their fair share of the wealth they produce. Workingmen know that their interests are all bound up in peaceful reme-

dies. They are determined to have righteous laws, righteously administered. To this it is coming. Every sign is cheering, and though here and there disturbances will come, and in the philosophy of mind as well as of matter, it is well they do come, since they are protests against wrongs, they are not to submerge the land in blood. As for Prof. Buchanan's predictions of earthquakes, tidal waves, the overwhelming of coasts and cities, etc., it is sufficient to say, they all belong to the Millerite theories relating to the day of judgment, white robes, resurrection, etc., and are entitled to little consideration. They are simply hallucinations, vagaries which have and can have no place in healthy minds.

The Professor has faith in "the science of periodicity," as he has explored it, and he finds "three periods of calamity for the United States." The first was the earthquake of New Madrid, Mo., 1811; the second was 1861, and now, sometime during the next twenty years, comes the third, "which in magnitude and horror will surpass anything of which authentic history has presented a record." The Professor says: "Do not ask me, kind reader, how I have reached so positive a conviction," but he says: "There is a realm of telepathic mind, which scientists are beginning to suspect and to seek. In the realm of mystery I have been a student for half a century for the purpose of bringing the marvellous and mysterious under the jurisdiction of scientific law." This must suffice as an explanation of the whys and wherefores of the Professor's wonderful knowledge. In the first place, meteors will fall. Agriculture is to be "crushed by cold seasons." "The Atlantic coast will be marked by submergence and tidal waves from New England to the Gulf of Mexico;" there will be no safety "below the hills." Galveston, New Orleans, Mobile, St. Augustine, Savannah and Charleston are doomed, and Richmond, Baltimore, Washington, Philadelphia, Newark, Jersey City and New York will suffer in various degrees." The Pacific coast won't fare much better, and thus the Professor, the student of the mysterious, proceeds, until a very large per cent. of the real estate of the world joins McGinty. Soon after

the catastrophe, a great many people will be engaged in fishing for buried treasures. Europe, Asia, Africa and South America will suffer greatly, but our estimate is that the United States comes in for much the largest share of loss. What the effect of Prof. Buchanan's paper will be in reducing the value of real estate in the doomed cities, remains to be seen. If there are believers in his theories dwelling along the coast or in the cities marked for vengeance, they will sell out and get away to the hills, but we doubt if any one heeds the warning. The American people don't scare worth a cent, and wizard-lore is at a discount. Still the Professor's story is readable, and if one, while reading, will give his imagination full play he may hear the mutterings of the coming storm, see the tidal waves and feel the shock of earthquakes.

THE MACHINE AND THE MAN.

To declaim against the machine is futile. The world will not only not listen, but it will adjudge the one who protests against the machine a crank. There are those who will listen when attacks are made upon men, when they are denounced as "tramps," as "paupers," who need to be watched, and who ought to be under constant surveillance, who will look upon poverty and all the ills and woes which accompany penury and destitution with stolid indifference, but let any one attempt to show that the machine is responsible in any degree for the privations and distress which prevails in the ranks of workingmen, and they become intensely aroused and at once go off half-cocked, and in many a rounded period of sky-scraping panegyric laud and magnify the machine. They point to the triumphs of the machine, and the world agape, listens and applauds. The result of this deifying the machine, for such it is, to an alarming extent, is to depreciate the man. In this connection we introduce the following from the *Laster*, which we suggest is well worthy of consideration:

It is questionable, says John Stuart Mill, speaking of labor saving machines, "If all the mechanical inventions yet made have lightened the day's toil of any human being." The reason is plain: it is not because of a desire to shorten hours of labor, or lighten the work of the toiler, that machinery is purchased,

but because so many men will not be needed, so much more can be gotten out of so much less workmen, and so much faster will the employer get rich. Machinery and invention is good considered in itself, but, like the abuse of a great many other good things, the abuse of machinery entails many evils. The workmen do not share in its advantages; they fall to the employer alone.

The industrial classes should therefore insist that they receive a share of the benefits of invention and machinery, and in no other way can it be better accomplished than by a shortening of the hours of labor. It is but just to ask that the hours of labor be reduced from time to time, in the same proportion as machinery supplements manual labor in the production of wealth. The danger that threatens the industrial world of this century is that the workman may become the slave of machinery, instead of machinery becoming the servant of the workman. In other words, labor falls under the control of a machinery monopoly, which is as much to be dreaded as a land, coal, oil, or any of the other monopolies.

In the foregoing the case is stated in a nut-shell. The point is clearly made. The machine lightens no man's toil; it has not reduced the hours of toil—such is not the mission of the machine. The machine is "labor saving" because it displaces men who want to work and must work or starve.

One machine does the work of many men. Capital is in love with the machine; was it ever in love with the man? The *Laster* says, "It is not because of a desire to shorten hours of labor or lighten the work of the toiler, that machinery is purchased, but because so many men will not be needed, so much more can be gotten out of so much less workmen, and so much faster will the employer get rich." (Can this statement be clearly demonstrated? Is it a fact? Can figures make it so plain that "a wayfaring man, though a fool, need not err?" It will be conceded that there are machines costing, we will say, \$5,000 which, with the attention of one man, will do the work of twenty men. In that case nineteen men are relieved—set adrift. We will suppose the machine will last ten years; that money is worth six per cent. interest; that it cost one per cent. a year for repairs, and that wages for workingmen are \$1.50 a day. We will take a period of ten years for our illustration: There stands the factory of Doe, Roe & Co. It employs twenty men at \$1.50 a day—300 days a year—amount paid out for wages in ten years, \$90,000. Now then, the firm introduces a machine costing \$5,000.

which is operated by one man at \$1.50 a day. In making the calculation, we must take into consideration the interest at six per cent. on the investment, which in ten years would be \$3,000; we must also allow one per cent. a year for repairs, which in ten years would amount to \$500, and the work of one man at \$1.50 a day, which in ten years would amount to \$4,500. Tabulated the account would stand as follows:

Twenty men at \$1.50 a day, ten years	\$90,000
Machine, original cost	\$5,000
Six per cent. interest, ten years	3,000
One per cent., repairs, ten years	500
Wages one man, ten years	4,500
	<hr/> 13,000

Clear gain to Doe, Roe & Co. \$77,000

We are not unmindful of the fact that machinery has diversified labor, and that it has created industries. We are not assailing the machine, we simply say that it has not lightened the workingman's toil nor reduced his hours of labor. So far the workingman is not the beneficiary of the machine. The time has arrived for a change, and the change must be in the reduction of the hours constituting a day's work, without any consequent reduction in wages. This done, and the workingman would share in the blessings conferred by the machine. In the first place, by enabling those in forced idleness to obtain employment—necessarily so. Suppose there is a job of work to be done requiring 1,000 hours; 100 men working ten hours a day accomplish it in one day; reduce the hours from ten to eight, and it requires 125 men one day to perform the work; as a consequence, there would be employment for twenty-five men, who otherwise would be idle. Suppose the twenty-five men had been reduced to idleness by the machine; then, in that case, the reduction in the hours of labor would compensate for the reduction of the number of men caused by the machine. As the case now stands, the machine helps the rich and not the poor. This is wrong from every possible point of view. To inaugurate idleness is a wrong of such colossal proportions that it cannot be contemplated without a shudder. And in proportion as the machine displaces men, the wrong takes deeper root and extends its cancerous fangs in all directions. To rejoice over the triumphs of the machine without demanding righteous compensations to the workingman is madness.

MACHINERY THE HANDMAID OF LABOR.

The *Boston Herald* not long since published an article the caption of which we have reproduced, prompted by "the act by which the steam plate presses at Washington have been directed to be removed from the Bureau of Engraving and Printing." The *Herald* expresses the hope that "the intelligent workingmen of America will not sanction the act." The proposition is to replace the steam presses and displace the hand presses—introduce steam and remove men—when men answer every demand. If the "intelligent workingmen" do not favor the machine instead of the man, the *Herald* is of the opinion that "they will be unjust to themselves and to the form of government for which they are largely responsible." The *Herald* is clearly of the opinion that the act of displacing the machinery in the Government Bureau of Engraving and Printing is opposed to the spirit of the age, and adds:—

The age is especially an age of invention. The inventive power of this era comes near to being its brightest glory. It does more for the advancement of civilization and, through this means, for the increased comfort and happiness of the human race than any other agency. As an element of human progress it is simply irresistible. The tides of the ocean may as easily be set back, provided our standard of intelligence is to be maintained. It is possible, of course, for enlightened nations to relapse into barbarism, or for barbarism to succeed to the status that they have occupied; but while men continue intelligent, and have that ambition which leads them to make the best use of their endowments and opportunities, it is out of the power of imagination to conceive them as resisting that spirit of the age which is shown in the increased mastery of man over material forces. This is only another name for the application of machinery such as that which it is decreed shall be put out of use by the government. The action may, by the decreed change, temporarily provide employment for a few more men at Washington. If carried out elsewhere, it will work to the detriment of hundreds of thousands of men. The short-sighted view that supposes machinery to be an injury to the workingman has been so often exploded that the demonstration surely does not need to be made against it at this late day. In countries where the workingman was less intelligent than our own, and in periods into which the enlightenment of experience had not penetrated, there was repeated resistance to the introduction of machinery. Even there it has been proved by experience that the workman was injured rather than improved by it. There is no civilized country in the world where wages are lower or employment is less than they were before machinery was invented. In our

own country there is less excuse for mistake on this point than in any other. No country has shown, in such marked degree, the inventive faculty. No people have introduced so many labor saving machines. Yet, with all this, the rate of wages and the opportunity for employment have steadily increased, and this in the face of the most remarkable immigration of labor that the world has ever witnessed. The American workingman who looks beyond his nose must see, therefore, that machinery does not hurt, but helps, him in his effort to obtain employment and wages. The American workingman, too, ought not to forget his own responsibility for this government. It is the only government of importance in the world which the votes of the workingman may be said to have made, and which they have for a century controlled. He has vindicated his right to establish government—his capacity to direct it intelligently. But he has not done this at all by yielding to any narrow prejudices such as have been displayed in this opposition to improvement in methods of work at Washington. Machinery has advanced in our government of the people—a government in which labor has always been in the majority—without obstruction, as the handmaid of labor. If machinery is to be tabooed now, it will be a retrograde step and one for the first time taken. We do not anticipate such a course: but we object to this first yielding to it. We do this on account of the conspicuous manner in which this action is made. It commits the workingmen who have engaged in it to action opposed to their own interests, and to the interests of that government which it especially concerns them to maintain with credit, both at home and abroad. We especially urge them to beware of the aid they are receiving from politicians in the matter. It is cowardly and insincere, and it will prove a snare in the end to the true interests of labor. These interests are best promoted by the advances of civilization. Opposition to the use of machinery is, in fact, opposition to the advance of civilization. It is impossible to accomplish anything effectual in it without civilization is set back: and if this altogether unlikely end should be brought about, the men who would suffer most from it would be the men who do the manual work for the world.

The foregoing ranks well up with the threadbare platitudes of the age, call it by whatever name the imagination may suggest; most anything will suit. Call it an age of invention, an age of civilization, an age of progress, and the vast majority will exclaim, "amen." Call it an age of gold, of silver, of iron, and the endorsement will be equally emphatic. Some people call it a christian age, the age of Bibles, the age of prayer, the age of churches and schools, some, there are, who call it an age which foreshadows the immediate coming of the millennial age, when Satan shall be chained, when nations shall learn war no more, and righteousness shall everywhere prevail.

Some very thoughtful people call the present an age of greed, of sordidness, of selfishness, of trusts, of monopolies, of crime, of educated and sublimated scoundrelism, an age in which corruption has its votaries in courts, legislatures and congresses, and those who designate the age by such adjectives can furnish any amount of testimony in support of their propositions. But who calls it an age of justice, an age of honesty? Not one. The present is an age of cranks. But where is the crack-brained unfortunate, the cheat, the impostor, the demagogue, the mountebank, the political or religious juggler, who calls the present an age of righteousness, of truth, of things of good report?

Let us be done with platitudes about "the age." It is an age in which the machine displaces the man. The machine has come to stay. It is to be multiplied. One hundred men, in one year, can make machines enough to displace ten thousand men. To say that the machine improves wages is shameless mendacity. To say that the machine supplies employment for workingmen, equal to the number of men it forces into idleness is notoriously false. As an illustration, in the business of book-binding, a machine has been invented which displaces nineteen persons previously employed. That is to say, where twenty were employed one is retained to run the machine, nineteen are forced into idleness. In a factory employing 100 men, one machine can be made every week, 52 machines a year, hence, the work of 100 men one year, would force into idleness 988 persons.

We do not belong to that class of croakers who "denounce the inventive power of this era." We are willing to admit that it is as "irresistible" as "the tides of the ocean." We think the "inventive power of the era" is to go on "increasing." At the same time, population is increasing. The time has already arrived when all the people in the United States who desire work at remunerative wages cannot obtain it. Multiplied thousands cannot find employment at any wages. The machines multiply, and children multiply and it were folly to disguise the fact that the labor problem is becoming the most important that challenges the attention of men, worthy of the title of statesmen or philanthropists.

How stands the case with all the glowing descriptions of our progress, our wealth, our civilization, education and culture? Our wealth swells beyond the comprehension of the most advanced economist. Our progress is a fact that lays fiction in the shade. A half million of school houses, from the district institution to the university do not require exaggeration to convince men that the mind forces of the country are to be kept in active operation. With a population of 65,000,000 and a ceaseless stream of humanity pouring in from Europe, the vast army of indigent people, already too large, is to be swelled to still more alarming proportions. Inventions will multiply. The age of invention has not yet reached its "meridian glory." The machine is to take the place of the man and the woman too, in many employments as yet open to them.

What can the ballot do for workingmen? Can it reduce the number or the power of the machines? Can it put an end to the birth of children and revoke the primal command to "multiply and replenish the earth?" Can the ballot eliminate the hoggish propensities or the cruel inclinations of human nature? Can the ballot destroy the machine when it is seen to take the place of starving men and women? In such cases, according to the *Herald*, the man must thank God for the machine and keep quiet. The *Herald's* taffy to workingmen is neither work nor wages, bread nor meat, shelter nor clothing. The *Herald* points out no remedy for the curses to toilers growing out of the era's "brightest glory." The question of questions is, how are workingmen to live above the level of squalor and degradation when "the inventive power of the era" takes the bread out of his mouth?

CUBA cigar makers manufacture a brand of cigars worth \$800 a thousand wholesale. Worth in the United States \$200 a box or \$2.00 each straight. The Astors of New York and the crowned heads of Europe smoke that sort, altogether.

THE standing army, navy and pensions of France, cost annually \$183,000,000 and Germany pays for the same items \$140,000,000 a year. The workingmen of the two countries raise the money.

THE VAGARIES OF A STATISTICIAN.

Hon. Carroll D. Wright, on September 3d, 1888, delivered an address before the American Social Science Association of which he is President, on "The Growth and Purposes of Bureaus of Statistics of Labor," in which he said that the first bureau was established in the State of Massachusetts in the year 1869, twenty years ago. Since that date twenty-two states have established such bureaus. Mr. Wright also says that "the agitation for labor legislation may be said to have commenced in the State of Massachusetts about 1845," though he admits there "had been some desultory attempts in that direction as far back as 1832." Conventions and meetings had been held in 1832, in which the farmers, mechanics and workmen of New England had participated. He says at these conventions and meetings "grievances" were discussed and resolutions adopted, setting forth the burdens under which the laboring classes were suffering from excessive hours, imprisonment for debt, the lack of a lien law, onerous militia service, and other causes. In 1845 an effort was made to establish "eleven hours as a day's work." In 1852 an effort was made to have ten hours constitute the legal day, but no action followed.

It will be observed that according to Mr. Wright's statements the agitation relating to legislation in the interest of labor began in Massachusetts in 1832. It was kept up till 1865 when by "several petitions for labor legislation," a commission of five was appointed to investigate the subject of the "hours of labor"—"to collect information and statistics in regard to the hours of labor and the condition and prospects of the industrial classes." It was therefore in 1866, the year that the commission made its report, that the Massachusetts Bureau may be said to have been established and the American Social Science Association was the direct outgrowth of the agitation to secure labor legislation in Massachusetts and yet, Mr. Wright would have the people believe that the Social Science Association is under no obligation whatever to the laboring classes for its existence or for the Bureau

of Statistics of Labor of Massachusetts, and he furthermore says "It is difficult to connect the various labor movements, as such, with the actual creation of the Bureau." As early as 1832 when labor conventions and meetings were held, and on down to 1865, labor was not organized as at present—but to assume that there has been any legislation in the country which was not the result of labor movements, is a deliberate perversion of the facts of history, as Mr. Wright himself states them. To further show the power of the labor movement in Massachusetts, Mr. Wright states that in 1869 petitions were presented to the Legislature for a "ten hour law," which were subsequently withdrawn and here Mr. Wright, shockingly stultifies himself, for he says that "it was generally believed that after the petitions had been rejected, fears began to be entertained by the leaders of the dominant party, that the labor vote of the state might be lost and it was suggested by shrewd politicians that it might be politic to grant some concessions to labor. It was at this session, 1869, that the Massachusetts Bureau of Statistics of Labor was finally established. After stating such facts Mr. Wright says they indicate that "the Legislature of 1869, for motives of its own, created the Bureau, and not the petitions and labors of workmen." Such stultification to avoid the recognition of workingmen is rarely found, and when found, it justly subjects the writer or speaker to merited contempt. No legislative body in the United States ever passed a law directly or remotely in the interest of the working classes, that was not due chiefly to agitations conducted by the working classes and even now should workingmen cease to agitate questions relating to their welfare not another act would ever be passed in their interest.

In Bismarck's land there are now 350,606 persons under sentence for offenses against the law. Sixty-one thousand eight hundred and six of these offended against the State religion, and the public peace; 134,670 against the person, 152,652 against property, 552 were sentenced for "insulting majesty," 482 for arson, 475 for bribery, 258 for offenses against the anti-Socialist law, and

969 for adulterating food. What is it, we wonder, to offend against a "State religion" and "insulting majesty." Rev. Myron W. Reid recently said:

A long time ago God said: "I am tired of kings." It will soon be time for all men to say the same thing. They are very expensive. They are, as a rule, useless. Most of them have been wicked, some of them crazy, a few of them fools. You can account for the career of Absalom by the fact that he was the son of a King—nothing for his head to plan or his hands to execute but mischief. He was caught by the long hair of his vanity and hanged. The sons of kings, with exceptions, are a bad lot. From the meager accounts we receive from Brazil the revolution has been bloodless, or nearly so. The mind of man has been thinking up to it and the question of what is the use of a useless thing has been answered gently, but decidedly. The principal factor in the world is the United States of America. People tend to support large families of kings and queens to the third and fourth generation simply look at America and say: "There are sixty millions of people more or less, who have lived considerably more than a century without a throne, or a count, or a duke, or a duchess. They are people from all nations of all colors, all sorts and conditions of men, and they are along. Why may not we?"

The people, like God, are getting tired of kings. They are a useless and an expensive luxury and in the year 1900 there will not be so many of them as at present. They may not all go as quietly as did Dom Pedro—but they will go all the same.

In the city of St. Louis there has been established a Workingman's Self-Culture Club. On Sunday afternoons a debating club meets for the discussion of practical questions. On Monday evenings a club of boys from 11 to 16 years of age meets under the guidance of a lady of education and culture. On Thursday evenings a Young Man's Reading Club meets, and on Thursday evenings the club meets to listen to a lecture. All the entertainments are free to workingmen and their families. The move is in the right direction, and such clubs could be established in every city in the country and ought to be established. Educated workingmen is one of the supreme demands of the times, and the labor press of the country can well afford to advocate the formation of workingmen's self-culture clubs. The country needs the educated mind force of its workingmen, to resist the overwhelming power of corporations, which is being exerted to crush labor organizations.

Organized Labor.

A RETROSPECTIVE VIEW.

Standing fiercely by our right,
We here defend it.
Nor hireling brood in savage fight,
Will ever rend it.
Nor tyrant's threat or traitor's pen
Will ever see
That such a race of noble men
Will cravens be.

GOING back one decade in the history of organized labor, we are given scenes and incidents that remind us forcibly of liberty's struggles in other climes and at other times. It is the same principle that is always involved. Tyranny on one side, justice on the other. I would say liberty, but justice is liberty. Liberty is justice in detail applied to the people as occasion demands. Labor is industry; it enriches the State. Organized labor is education. Its school is classical; its teaching is wide, liberal and elevating.

In this brief study of a great and worthy question, we may ask with propriety, who are the enemies of organized labor? Are they the advance thought in science and literature? Are they the professors of colleges and universities? Are they the great thinkers in political economy? Are they the reformers who devote their time and talents to the eradication of evil? Are they the poets and philosophers of the nation?

Before answering these questions, let us return to the records of the past ten years, and consider how organized labor has been hounded, maligned and calumniated by a subsidized press, and harassed by a gang of ruffians who had neither name, reputation nor country; a villainous horde, like the Huns in their barbarity, who had fallen upon Europe like a scourge from God. This flood of miasma rising from a Pinkerton pool fell upon the aspirations of labor; that is, fell upon the prosperity of the State; that is, upon the liberties of the people.

The machinery of a detective agency applied to organized labor is a horrid, poisonous compound, gathered for a fell disease and forced upon a healthy man—a patriot thrown into a dungeon with criminals—taxing virtue to sustain vice. These creatures had stooped to the most infamous methods to drag innocent men to prison and to the gibbet. Outrages of this character, continued by authority, make steel-bitter hearts that multiply with the repetition of the crime. The silence of such bitterness is ominous and fearful.

Notwithstanding this, organized labor progressed, advanced; an advance that was often encumbered by exaggerated mistakes. At any period in the history of organized labor it was, and at all times is, in advance, never following. It was always the teacher, never the pupil. Not a page of its record is blotted by a line of treachery to the Republic. Wherever organized labor existed,

liberty had an ally. It was always true to patriotism; it champions the cause of justice.

Let me mention another source from which came an opposition to organized labor; an opposition that was characterized by a coarse-hidden ignorance and vulgar stupidity, by which labor should be designated as a mark of toil; just as you would say: this is my horse; this is my cook. Of the two animals the horse received the greatest consideration. This opposition was buried in ignominy by derision. Remnants of this narrow and contracted school are yet to be found as proof of its existence, as specimens of extinct species that lived in prehistoric times are now dug from the sands of the drift-period. The imbecility of such teaching is worthy of our pity; it certainly is not worthy of our contempt. A drunken man should not be punished, he should be protected against himself.

Organized labor has called the nation's attention to some of the most dangerous evils and pointed out a remedy and its methods of application. It has given literature a wise philosophy, while elevating its standard of merit. It has given an impetus to the study of political economy, and solved many of its most intricate problems.

Every periodical to-day in Europe and America, that claims the attention of statesmen, scholars and students, is devoting its most prominent pages to its discussion. The ablest writers are engaged in defining its position and demonstrating the justice of its claims. Its rights are demanded from the pulpit of every faith in thunders of eloquent earnestness.

This is where organized labor stands to-day. Radiant, but not exultant; confident, but not defiant; patient, but fearless.

In contemplating this we are struck with the position that some railroads have taken towards it. They have decreed that it shall not exist. Why not decree that storms shall cease? that the harvest must not be gathered? that our worship, our conceptions of Christianity, must be under their direction? that our ballot shall be theirs? If the right to tell us what we shall not do is sustained, then the right to tell us what we shall do is guaranteed. They hold the right to organize. Is it theirs exclusive? we are denied it. If they boycott us, why deny us the right to boycott them? These corporations demand our labor, and take our liberties. They neither pay for the one nor respect the other. When this wrong is tolerated, then the seed of the whirlwind is planted. Every repetition of this crime makes it all the more terrible in its possibilities. It makes us shudder to see men submit to it in silence with teeth set, under the lash of poverty, with liberty haunted in their faces. The greater the dam, the fiercer the torrent when it bursts.

Tim Fagan.

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the *tenth day* of each month.

MR. EDITOR:—I want to use a little space for the discussion, or rather re-discussion, of that still unsettled injector problem. In July *Magazine*, "Vulcan" says, "While I have admitted that condensation has some effect, it still remains a mystery to me, and not me only but many other students, how the mixture of steam and water acquires power enough, to overcome the very power from which it derives its life." I have no doubt, that "Vulcan" will readily admit it to be a demonstrated fact, that the injector will force water, against a pressure fully five times as great, as the pressure working it: or, as Roper puts it, "* * * * * The injector with steam of from 80, to 90, pounds pressure, is capable of forcing water against a pressure, of from 400, to 450, pounds per square inch."

In the domain of natural law, I believe it is an axiom, that every effect is capable of being traced to its cause: This being true, why should the working of an injector remain a mystery to the earnest student? I think Roper has given us a plain, common-sense, explanation of the mystery; and I am compelled to believe, that if "Vulcan" thinks the matter over carefully, he will come to the conclusion that the law of hydraulics, which he places in opposition to Roper's explanation, is not involved: because the action of this condensed pressure, (Roper terms it accumulated power,) is confined entirely to discharge pipe, which is always uniform in area, throughout its length. According to my way of thinking, the question hinges on condensation alone; and if "Vulcan" admits it as playing any part at all, I think he will be compelled, as a logical sequence of such admission, to accept Roper's explanation as correct. There can be no middle ground. If condensation plays no part, then air pressure will work an injector, as well as steam pressure; if condensation does play a part, then it must be, that the steam being condensed, while rapidly in motion, imparts a large portion of the velocity with which it flows into the atmosphere, to the water with which it comes in contact. In this connection I want to ask "Vulcan," if he has ever thought of the reason why his injector will not start, when the waste-pipe becomes stopped up from any cause, thus obstructing the flow

of steam to the atmosphere. I think it was "F. X. II." that told us about an experimenting genius, who disconnected the discharge pipe of his injector from check, and held his finger in front of it when the injector was started, for the purpose of testing the velocity of current; the story is to the effect that as soon as the injector was started, he lost all interest in the experiment, and began looking around the neighborhood for his finger. Did not this experiment prove, that the velocity with which steam flows into the atmosphere, was imparted to the water by which it, (the steam), was condensed?

It may seem strange to "Vulcan," that I have let this matter rest for over two years: but he will remember, that at the time I published Roper's explanation he was the only one that rejected it, and the discussion which had been very spirited, all at once stopped: I did not at that time wish to enter into a technical argument with "Vulcan." I also felt sure the question like Banquo's ghost,—would not down; and hoped, that in some future discussion "Vulcan" would betray himself into an inconsistency. I think the time has come. I know not by what process of reasoning Dr. Wilson arrives at the conclusion, that I *unwillingly*, admit slack as a factor in the starting of freight trains. In any event, his reasoning is wrong, because it leads him to an erroneous conclusion. I have been intimately connected with the handling of freight trains, for about fifteen years, and for me to be *unwilling* to admit the virtues of slack, would be to deny all experience, but I do most certainly deny the correctness of the Doctor's method of showing me, (as he terms it) how trains are started. His figures have no foundation in fact, and are based entirely on what he would term a *suppose*.

The Dr. is inclined to find fault because while rejecting his figures, I offer none of my own; I am not egotistical enough to believe, that I can give the Doctor any information on this subject; I am afraid it will be a *suppose*, to the end of the chapter. The line of demarcation between the power of engine, and resistance of train, cannot be well enough established for me, or even the erudite Dr., to be able to demonstrate by actual figures, just what part slack plays in the starting of freight trains. The Dr. says, "I will answer one or two of his questions, to show how careless he reads, and how miserably he construes," and proceeds thusly: "No—I computed the part of the work that steam did in the whole run, nor did I give steam credit for doing it all, I am trying to keep steam separated from other forces that may, or may not, cut any figure in the case." I see it will be necessary for me to dissect the Dr.'s examples and see

how he has succeeded in keeping steam separated from other forces: but before doing so I want to say a word on the coal question. The Dr. attempts to dispose of the question I propounded on the coal subject, by indulging in ridicule, and refers me to "B. A.," "Vulcan," and "U. S." in a way that would imply the existence of a doubt on my part, as to the correctness of his figures. Now I have never sought to deny the correctness of the Dr.'s figures; what I did, and do say, is this; (and the Dr. will find it an awful hard statement to successfully contradict.) *There is not in America, and never has been, a locomotive that will pull, 4 coaches, 75 miles, - with 1440 pounds of coal.* Nor is there one that will pull 11 coaches, 14 miles, with 18 scoopfuls of coal. I don't know what he seeks to prove by his reference to the May articles by "Vulcan" and "U. S.," what the "fireman swears," any one can plainly see is mere hyperbole; and what "Vulcan" says, corroborates my position. Thus, " * * * This is supposing that every revolution in the 75 miles is made under steam pressure, *which is not a fact on any road.*" (Italics mine.) I also refer the Dr. to F. A. McInty's article, on page 793 of September Magazine. Now let us see how I have construed his examples. The Dr. says "a fireman on the Little Rock and Fort Smith road, * * * * * told me he went out from here, (Argenta,) with a 16"×22" locomotive, pulling four coaches, run to Russellville, - 75 miles, - averaging about 20 miles per hour, and he used on the trip 72 scoopfuls of coal: No. 3 scoop, say 20 pounds to the scoopful. Now how much steam energy did they have?"

Coal 1,440 pounds, ×50,000, =72,000,000 foot pounds, time 225 minutes, force required per minute 320,000, and this divided by 33,000, =9.7 horse power, all the *Steam* force that was required of the locomotive, including both cylinders, coal per minute 6.4 pounds." It is not necessary to comment on the Dr.'s method of computation, as it has already been shown to be incorrect, so I will take the example as I find it, and see if it will bear logical examination: Now it is a rule of logic, that in examining an argument, if any one of the premises can be shown to be false, the conclusion must necessarily be false. Now what are the premises? coal burned in 75 miles run, 1,440" 2. foot pounds of work from coal burned, 72,000,000.3, time used in expending this 72,000,000 foot pounds of work, 225 minutes. Now this latter is obviously a false premise, and does not warrant the conclusion that is drawn. Right here is where the Dr. brings in outside factors, (perhaps unconsciously,) to help his steam: It has been shown that this locomotive was running without steam, for a part of the distance run; and consequently this 72,000,000 foot pounds of work,

was expended in *less than 225 minutes*, therefore the conclusion, that the total steam force expended was only equal to 9.7 H P, is obviously false. Now I should have passed this by, on the hypothesis that the Dr. meant to say, *average* H P developed, and devoted my argument to the doctors methods of computation, but the Dr. would not allow me to do this.

For after giving some more examples, cut from the same piece of cloth, he sums up as follows:—in italics—Now "Vulcan" *honestly, don't you think it poor economy to take a 490 horse locomotive, to do 27½ horses work.* Now I tried by means of illustration, to make the Dr. see this weakness in logic, but he evidently thought I did not know what I was talking about: In this connection I am reminded of a saying, by "Uncle Silas," "With many men a negative sort of reasoning is more certain than to use argument, and with others a club does best." Now as an instance of careless reading, and miserable construction, note the following by the Dr, "Now "Vulcan" says the ragged edge of the expansion line in Pray's diagram, is caused by the steam not being able to keep up with the piston, how then in the name of common sense, will it keep up with the piston, in your No. 7, where the piston is moving nearly three times as fast? The whole thing is preposterous, and resolves itself into this: *Plain figures and facts, or indicators and supposers.* And the Doctor don't have any funny way of figuring; but it is funny how his plain figures get away with indicators." As a matter of fact, "Vulcan" *does not mention the expansion line in Pray's diagram at all.* And as another matter of fact, Pray's diagram *does not show any wavy lines*, and as another matter of fact, the Dr. in attempting to dissect those indicator diagrams, has only succeeded in more strongly emphasizing, (if that were possible,) his utter ignorance of the fundamental principles of indicator practice. One instance will be enough to illustrate this, he says: " * * * And as Thos. Pray has failed to give boiler pressure, let us assume it to be 140 lbs. and that it strikes the piston with 100 lbs." Now, it is not necessary to *assume* anything of the kind. All that needs to be done, is to take a rule and *measure* the diagram, and if one knows how, he can tell its power to the fraction of a pound. And yet this man who has to *assume*, that Pray's diagram indicates that steam struck the piston with 100" pressure, has set out to "knock out the indicator men." The Dr. indicts me as being "very voluminous, but without knowledge." To the first count, I plead guilty. I certainly have been more voluminous than the subject warranted; but the Dr. has certainly set us a good example in this respect. I am here reminded of Bassanio's remarks, anent his friend Gratiano. "His

reasons are as two grains of wheat hid in two bushels of chaff: You shall seek all day ere you find them; and, when you have them, they are not worth the search."

In regard to the second count, in the indictment, I am constrained to believe that my knowledge of steam, H P, traction, and kindred subjects, fully equals that possessed by the Dr.; and if I can bring the Dr. to the acknowledgement of a square issue, on simple questions of fact, I will then go into technicalities with him, on the subject of *steam*. "There are more things in heaven and earth, Horatio, than are dreamt of in your philosophy." Vacuum.

CELBURNE, TEXAS, August 30, 1890.

MR. EDITOR:—At the risk of being cut off I venture this additional article on a subject which must be about worn threadbare, viz., the "Dr.'s" steam theory:

I beg leave to have this final say as the Dr. has prescribed a dose for me which must either be taken as *good medicine* in silence or rejected as the wrong prescription, and in a positive manner at that.

Now the Dr. did not diagnose my case worth a hardly, to use a slang phrase.

First, he takes my *big train* and starts off wrong foot foremost by saying a train of 466 tons of freight and 634 for weight of cars and locomotive; in this he falls many a ton short as will be seen by a perusal of these figures—12 cars of coal $27 \times 324 T$, 22 of steel average 26 ton = 572 and 6 cars of lumber the lightest of which was over 26 ton average $27 T = 162$; total, 1,058 tons of freight, to this add about 570 tons for weight of cars and engine and you have a total of 1,628 tons; quite a difference, and in all the Dr. said he never once told how he would pull this train with his 3.03 horses, but what did he say. He took his scalpel and cut the cylinder open and imagined he was dissecting a corpse, but he was not, and he will soon see that he was not if he peruses this article. He shows that I make more steam than I use and says I have proved that the water will not expand to 179 volumes of steam at 140 lbs. pressure, but I have not proved any such a thing nor has the Dr. proved it by my statement. All I have to say is that the Dr. forgot the fact that under all circumstances when engines are so worked there is a great deal of slipping and for a while your revolutions will reach a couple of hundred to the minute and of course take away a lot of your steam with it.

Then the Dr. says, in order to use the amount of steam I claim I generate, my pressure would have to be 220 instead of 90, but as a lot was *slipped* out—not by me but by the drivers slipping—you see the Dr. thought he had a case of *chills*, but instead,

it was only a common fever, and I am inclined to think he had best attend the lectures again and see if he can't improve his practice, as he has only proved to *my* satisfaction that the steam reaches the cylinder at a much higher pressure than is generally conceded to be the case, when working under such conditions, for there you have the wide-open throttle, no chance for wire drawing your steam then, the dry-pipe about 10 feet long by 7 inches diameter and the steam pipes and steam chests all in direct open communication with the boiler, and I am of the opinion that the steam is very near boiler pressure when it reaches the cylinders when working slow and hard.

Why did the Dr. attack my figures so vigorously and not answer or attempt to answer a solitary one of my questions? simply because he thought the readers of the *Magazine* were a gullible lot of people, and could be cajoled into anything when figures were produced, but I warn the Dr. that his figures must be on the right topic or they will not be guzzled down quite as promiscuously as he thinks. Let the Dr. say how he will draw my *big train* with 3.03 horses, or take my passenger train of 8 cars with 6 horses and make passenger speed of 20 miles per hour up a 50-foot grade, and then his figures will be altogether consistent and his prescription will be a pill for me to swallow, and a hard one to get down, but this every body knows he can't do, and the Dr. knows it as well as any one else, hence his utter silence on that part of my article. Now, Dr., do you *still* cling to the same horn? If you do, you had best to analyze your horn and see what it contains, for I fear you will discover that the Mogul diamond you hold in your *grasp* is but a piece of glass, and valueless, and as it has failed to carry you over the *grade* I gave you to ascend, I think you had best discard it, for it is like the Yankee's push pole, which he proposed to attach to the cross-head to help an engine up grades; the cross-head push was the *wrong way*, so it never turned out as he expected, nor will your theory, until you demonstrate with horses that the number you claim is the maximum power of a given engine; can perform the work of said locomotive. You claim 6 horse power for a given engine. Go and hire six horses for an hour, and hitch them to the train and do the work that that engine is doing, and myself and the balance of your readers will be convinced that you were really the radical, the revolutionist, and deserved great credit for your zeal in upsetting false notions and theories. But, Dr., do you think, even for a moment, that your six horses could start the train, much less attain the speed which the locomotive does? Come, now, get down to something tangible. I have given it to you and you passed it by with-

out a comment, and attacked a point which any fireman could have told you was a mere will-o'-the-wisp, but I must excuse you as any drowning man will clutch at a straw, and even as he sinks will bear the straw with him in triumph; but what a triumph it is? So with this triumph over my amount of steam, it is as short-lived as a dust whirlwind on a sultry summer day, and if you find any satisfaction in it you have my permission to hug it close to your heart and retain it forevermore, as it does not detract the fraction of an iota from my statement. All you have said has only fortified my position, while you thought you had put me to rout in utter confusion, but I assure you your guns were not properly loaded and every shot fell far short, so I await in perfect serenity and composure, something from you which can reach the Gibraltar on which I have taken my stand.

Now, listen to what the Dr. says: "Again, with all this surplus steam, you say you could only get a speed of six miles per hour. Then in the name of common sense why did you not cut off at $\frac{1}{2}$ instead of nearly full stroke? then your steam would have had 3.2 times as much 'efficacy.' This might have given you a speed of eighteen miles an hour."

Now, was ever a man known before to be guilty of such a blunder as this. How in the name of common sense does the doctor suppose that the pressure being reduced is going to overcome the weight.

What would you think, if a strong, robust man, who could lift eight hundred pounds, with ease, were to fail to lift a stone higher than his ankles, and some one should come along and say "take that consumptive individual over there; he can't lift more than two hundred and fifty, and as he is not so powerful as the other, maybe he can throw it over his head;" how much credit would you give him, as a man who understood whereof he spake. I guess just about as much as the little end of nothing, whittled down to a fine point, and just from that blunder the doctor made, I weigh his knowledge of steam and its use on that same basis.

As for "Fireman" making fifteen miles per hour up a 60 foot grade with 39 loads of coal, I will say I used to fire on the M. K. & T., myself, and all I ever saw a nineteen inch engine take into Denison was 21 loads, and there is not another grade of 60 feet to the mile on the entire Choctaw Division, and all any of the engines pull over the Division is 25 loads. He might have run them over some short hill, but pull them? never.

Again, I must show what a great blunder the doctor made, and this one shows conclusively that he is just in the act of drowning, for after having seized the straw see what a mighty lunge he makes for a pick handle, but he don't catch a pick handle at

all but the hand of a Seth Thomas clock. He says "Time accurately kept with a coal pick." Now did I intimate that I had set my coal pick up as a chronometer? Not that I am aware of. The fact is, we had an excellent Seth Thomas clock alongside of the steam gauge and to look at one was to look at both, and my coal pick statement was only to show how much steam the engine would make while I wielded my pick about 40 seconds by a clock, but the trouble with the Doctor is he jumps at conclusions too much, like a woman, but not with the same degree of success, for a woman would light on her feet every time, whereas the Doctor has measured his full length on the broad of his back, and all he can make out of my coal pick would not break a pigeon's egg.

And now I am over all the grades the Dr. gave me and am a mighty healthy corpse yet. Will the Dr. ascend my grades, take his 3.03 and his 6 or 7 horses and pull my trains? If he does I am vanquished, my Gibraltar has been demolished and I am utterly routed; but, until he does pull these trains with such number of horses, my flag is flying as proudly over my invulnerable position as the flag that crowns the heights of Gibraltar, and my army and stores rest as securely and safely from any other attack the Dr. can make, as does that fortress from the attack of a fleet of Chinese Junks.

Good-bye Dr.; may you reap much pleasure and profit from the triumph you achieved over me. I sincerely hope it will do you a great deal of good and may your scalpel always serve you as well in searching for the cause of mysterious deaths as it did with the cylinder of "E. S's" engine.

Now Bro. "Vacuum," as you said, to err is human, also to forgive is divine; but what of him who acknowledges the error? I was in error on that topic, and only a few days after I wrote as I did I took a pair of dividers and made measurements, as it struck me that I was wrong, and of course my investigation proved that I was wrong, for just as you say the measurement is accurate and easy.

Now see the difference between firing hard and soft coal. "Vulcan" gives an example of the amount of coal used on his Mogul with a 950 ton train: 35 scoops after leaving the yard in 22 miles and then enough to run 7 miles further without feeding any more. So there must be a big fire in the box before starting, whereas with soft coal about 12 scoops of coal to start as a body is generally sufficient, then with the final wind-up I never was able to go more than two miles without firing, and if it was up hill into the terminal, about $\frac{1}{2}$ of a mile from the top I would consider safe distance and then barely have enough to keep steam sufficient to pull in, and if any one tried the long distance

run with soft coal they would have no steam at all, as it must be fired light and often, the fire kept level and the grates loose; otherwise if your train is heavy you can go twice over the hill; if not very heavy you may blow up and slack over.

Eccentric Strap.

New Jersey as a Railroad State.

In last month's *Magazine* we had an item headed "The Great Railway States," in which some of the Western states were made conspicuous by the extent of their railroad mileage at the expense of some of the smaller states, who were not deemed important enough to even figure in the list as given. Some of the states in the West are as "big as all outdoors," as some one has expressed it, and have to have some means to connect their isolated borders; but when the railway mileage is figured in regard to size, we find that the palm should be awarded to New Jersey, as the Greatest Railway State in the Union, as the table below will show:

New Jersey	has 1 mile of railway to	2.1 sq. miles.
Pennsylvania	" 1 " " "	" 5.3 "
Illinois	" 1 " " "	" 5.6 "
New York	" 1 " " "	" 6.4 "
Iowa	" 1 " " "	" 6.8 "
Kansas	" 1 " " "	" 9.3 "
Texas	" 1 " " "	" 31.2 "

Upon looking at these figures it is at once evident that if taken according to size New Jersey has by far the most compact network of railroads of any state in the Union, having an average of $2\frac{1}{2}$ times as much as Pennsylvania, which comes next highest, and being 15 times as much as Texas. Upon comparison with the world at large, New Jersey is still ahead, for even The United Kingdom (England, Ireland, Scotland and Wales) do not have quite a mile of railway to 6 square miles of area, and the mileage of England is probably the highest of any foreign country on the Globe.

An Explosion.

On Monday, September 1st, as the Easton Mail train was going east over the Morris & Essex Division of the famous Lackawanna route, and just as the train was about to leave Waterloo, the boiler of the locomotive exploded with terrific force, throwing the scalding water and steam to a distance of over two hundred feet ahead on each side of it, but fortunately none of it was thrown toward the train or the platform on which a large number of people were still standing. The engineer in charge escaped unhurt, but the fireman was slightly scalded on the hand as he partly jumped and was carried down the bank at his side of the track by the rush of steam or air of the explosion. The second and third ring of the boiler plates were torn into pieces and

some of these pieces were doubled up again as if they had been that much paper in the hands of a man. The sandbox and bell were thrown high in the air and landed several hundred feet away, the former going through the roof and upper floors of the station building. The three outside rows of flues all around were bent out in the center and torn out of the sheets at each end and all the water bars in the firebox were bent down and torn out of the waterleg of the boiler. The ashpan was blown off, the frame was broken on the right side and a dent made on the rail where the main driver stood. The stack, headlight and front end were also blown off and sent whirling in space, landing in different directions. The firebox, with its crown and side sheets, was uninjured, and seemed to be the only parts which remained intact, as even the driving rods and guides were bent out of shape.

From the appearance of the wreck it would seem as if the outside sheets gave way first, that the steam between the flues forced these out in the center, thus tearing them out of the sheets, and that the steam was thus admitted to the firebox and front end and doing the damage there. How near this is right no one can tell, and even the promised examination by an expert may not solve the problem.

MR. EDITOR:—Some of the "boys" must have been busy packing their trunks for San Francisco during the last month, for the columns of the September *Magazine* do not show that they had any time to devote to its pages. While we miss their familiar signatures here, let us hope that their names will be found on the side of right and truth when we "stay-at-homes" shall scan the action of the second biennial Convention, which is now gathering at the "Golden Gate."

"Robert Grimshaw" leads off VALVE in the Mechanical Department MOTION, with an illustrated article on valve motion, in which he shows how to study the position of the different parts, and their relative movements, by the aid of diagrams drawn on paper or card-board. For a person used to drawings and patient enough to follow out the details, these loose and disconnected sketches will do, but the ordinary man, just in from his work with the clatter and tremor of the locomotive still pulsating through his system, does not feel like moving bits of paper with the nicety demanded by these drawings, and would rather find something that he could handle more freely and that would move all parts in unison. Hence the demand for sectional models which is springing up, and which bids to be supplied from several sources.

GOOD BYE, The "Dr.," after a long article, bids us "Au Revoir," and thinks "DOCTOR," that he has at least made some of us, who did not do it before, study to find out whether our ideas were founded on truth, and in this there is no doubt some truth, but whether it was good policy to make so many startling assertions simply to have them contradicted is still an unsettled question.

INDICATOR Our friend "Vacuum" presents us with a set of diagrams, DIAGRAMS, which show to a better advantage than the other ones, and says he is ready to answer our questions, having both the time and the facility to do so; so fire away at him.

LIGHT "McGinty" (who has not heard of him of late?) says the Big Firing. Annie was running down hill when she ran fourteen miles with eleven coaches on eighteen scoops of coal, and the same or like circumstances will no doubt account for other light fires we hear of.

ROCKER-ARM "W.," from Chicago, answers "Subscriber" on the OUT OF LINE. rocker-arm query in the same manner that I did in the August *Magazine*, and leaves no room to discuss the matter any further.

I'ulcan.

Locomotive Equalizing Beams, Etc.

Between the wheels of early American locomotives there was used ordinary equalizing levers; their method of attachment and arrangement varying according to the design of the engine and the whim of the builder. The main features of the system at present most used, are elliptical leaf springs, with convexity downward, and attached at their outer ends to links drawing on the bar of the frame, and at their inner ends drawing on a lever drawing at its centre on the frame also. By this means any excess of draft of the leading pair of drivers is partly thrown upon the springs of the following pair, and *vice versa*. For narrow gauge engines Rogers uses a long lever, from pedestal to pedestal, and having the two links drawing upon the two ends of the spring, which has its convexity upward and thrusts against the lower edge of the frame. For "consolidation" engines the spring over the central driving axle bears at its centre upon that axle, and its ends draw on the ends of two levers the other ends of which receive the pull of the inner ends of the springs of the first and third axles, the outer ends of the springs of these last axles drawing upon the top of the frame.

In 1834 Baldwin patented a manner of throwing a part of the weight of the tender upon the driving axles to increase the traction and thus make up for the tractive ad-

vantage that Norris had by having the drivers in front of the fire box.

Baldwin proposed to equalize the pressure between the two driving axles by connecting two air springs on each side by a pipe, Eastwick and Harrison having patented the equalizing beam.

Baldwin produced the "half crank," of which the outer cheek was omitted and the wrist fixed in a spoke of the wheel. This strengthened the axles and allowed the boiler to be lower down and larger in diameter; also permitted the driving axle to be back of the fire box, the connecting rods passing by the side of the fire box and taking hold inside of the wheel. This involved putting the cylinders outside of the smoke box.

Among the last engines on which the half-crank axle was used were those for the Erie road in 1849.

From 1835 for some years, Baldwin built his engines with cylindrical pedestals for the driving and tender wheels.

In 1852 the driving boxes were made with a slot in the line of the vertical bearing of the journal, to distribute the wear more evenly.

Robert Grimshaw.

Master Mechanics' Association.—The twenty-third Annual Convention began at Old Point Comfort, Va., June 17, with a large attendance. An address of welcome was delivered by Mr. M. E. Ingalls, after which Mr. R. H. Briggs delivered his annual address as President. The Treasurer reported a balance of \$1,081 on hand. The Secretary reported a total of 363 members, of whom 234 are active, 15 associate, and 14 honorary members.

A resolution was passed authorizing the appointment of a committee to arrange for the investment of the Boston fund in scholarships at the Massachusetts School of Technology, the Stevens Institute, and Cornell University.

The questions for discussion offered on the first day were the "Method of Fitting Bolts," and "Is it Safe to Run a Pony Truck under Fast Express Trains?" The committee on Compound Locomotives presented its report.

On the second day this report was discussed. The committee on the Establishment of Testing Stations presented no report, and was continued until next year. Reports were also presented by the committee on Position of Fire-box, and on Steel and Iron Axles.

On the third day the remaining committee reports were presented and discussed.

The remainder of the third day's session was devoted to the transaction of the usual routine business. It was decided to appoint a committee to confer with a similar committee from the Master Car Builders' Association to make arrangements by which the meetings of both associations can be held at the same place, and the time so arranged as to require less than the two weeks' attendance, which must now be given by those who are members of both associations.

The following officers were elected for the ensuing year: President, John Mackenzie, Cleveland, O.; First Vice-President, John Hickey, Kaukauna, Wis.; Second Vice-President, William Garstang, Richmond, Va.; Treasurer, O. Stewart, Boston, Mass.; Secretary, Angus Sinclair, New York.

The Wason Mfg. Co., of Brightwood, Mass., has a contract to build six passenger cars, each seating 50 people, for the new Pike's Peak rack railroad.

Railroad Accidents in the United States.

The following statement was compiled in the office of the Statistician to the Interstate Commerce Commission for presentation to the National Conference of Railroad Commissioners. The figures are obtained from

the returns made to the Commission for the year ending June 30th, 1889.

The figures given below make an exhibit of the number killed and injured under the three heads "Employees," "Passengers" and "Other Persons." They further show the classes of accidents, and the loss of life and injury to persons resulting from each. A summary of these facts is given in the table which follows:

RAILROAD ACCIDENTS FOR THE YEAR ENDING JUNE 30, 1889.

KIND OF ACCIDENT	EMPLOYEES.		PASSENGERS.		OTHER PERSONS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling cars	300	6,757					300	6,757
Falling from trains and engines	433	2,011					433	2,011
Overhead Obstructions	65	296					65	296
Collisions	167	820	107	445	37	48	311	1,313
Deraillments	125	655	28	389	29	69	182	1,113
Other train accidents	18	1,016	26	247	522	515	737	1,799
At high way crossings	24	45	3	16	410	634	437	1,085
At stations	70	699	26	295	328	472	424	1,466
Other causes	539	7,729	120	754	2,215	2,397	2,874	10,880
Total	1,972	20,028	310	2,146	3,541	4,135	5,823	20,499

The railroads of the United States carried 472,171,343 passengers during the year covered by this statement from which it appears that one passenger in every 1,523.133 was killed, and one passenger in every 230.024 was injured. For the year 1888, the rate of casualty in England to passengers from railroad accidents was one passenger in 6,942.336 killed, and one passenger in 527,577 injured. In judging of the above figures, it should be noted that passenger mileage for a given number of tickets sold is much greater in the United States than in England, a fact which mitigates somewhat the severity of judgment upon railroad management in the United States disclosed in the above comparison.

In order to appreciate the above exhibit of casualties to employes of railroads, it is necessary to know the number of employes liable to the various sorts of accidents recorded. The total number of railroad employes in the United States is 704,736, which for the present purpose may be divided into Trainmen, Switchmen, Flagmen and Watchmen, and Other Employes. The number of employes in each class, as also the casualties to each class, is given in the following statement:

CASUALTIES TO EMPLOYEES.
ASSIGNED TO CLASSES NAMED.

CLASS OF EMPLOYEES	Number.	Killed.	Injured.	PER CENT. OF TOTAL.	
				Killed.	Injured.
Trainmen	137,334	1,179	11,301	0.86	8.23
Switchmen, Flagmen and Watchmen	33,341	229	2,155	0.69	6.46
Other Employes	517,820	556	6,360	0.10	1.23
Unclassified	16,238	28	214	0.17	1.32
Total	704,736	1,972	20,030	0.28	2.84

The above facts are presented without

comment respecting their significance, or respecting their bearing upon the general question of legislation providing for greater safety in the operation of railroads in the United States.

Slip of the Link-Block.

Will "Vulcan" or "W." or any one else please tell us what modification of the valve-gear is necessary to compensate for the slip of the link-block in the link, as this seems to be an unavoidable defect in the shifting link motion.

A. H. Tucker.

JUDGED by the standard of the number of roads actually entering the city, and taking the *Official Railway Guide* as authority, Chicago is the largest railway center in the United States, with twenty-four roads. Next come Cincinnati, St. Louis and Kansas City, tying each other, with sixteen roads each. Philadelphia is third with fifteen roads. New York City, counting in the Jersey City and Long Island roads, comes fourth in the list, with fourteen roads. Toledo fifth, with thirteen. Baltimore and Minneapolis tie for sixth, with twelve each. St. Paul, Buffalo, Indianapolis, Pittsburgh and Columbus, O., have eleven roads each, tying for seventh place.

WORK has been commenced by the Central, of Georgia, on 200 new freight cars at its shops at Macon, Ga. Several new passenger coaches are nearly completed.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's work, such as education, temperance, home and fireside, and kindred topics, are solicited.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the *tenth day* of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
TERRE HAUTE, INDIANA.

SUMMER WANDERINGS.

The Summer is ended. Outside of my window is a tall oak tree and the woodbine which twines about its rugged trunk blazes like a scarlet banner. Touches of crimson and gold gleam among the green leaves of the maple, and the slight haze of the approaching autumn begins to hover over the distant hills. The rays of the sun still glow with the ardor of August, but the night brings a suggestion of frost and the moonlight on the lake is scarcely sufficient to tempt one from the cheerful warmth of the blazing hearth. Since my last talk with our Woman's Department I have been roaming about the cool regions of the upper lakes, meeting old acquaintances, seeing some new sights and renewing former impressions and trying in an imperfect manner to put upon paper something which might be of interest to those whose cares and duties kept them at home during the heated season. To say that I am rested would be a perversion of facts, for I have not had an hour's leisure the whole summer, but I am wonderfully refreshed and strengthened and look forward with interest and pleasure to the work of the coming fall and winter.

I cannot remember where my last letter was written or whether I referred to a very pleasant sojourn at Bay View, the Michigan Chautauqua. Here, upon one of the finest locations of the many that border upon Lake Michigan, almost at the extreme northern point of the lower peninsula, is held a most delightful Assembly every summer. It has grown to be one of the most noted of these religious and educational gatherings which are founded upon the original Chautauqua plan. I paid a visit to this place three summers ago and described it for the *Magazine*, and am surprised at the rapid and substantial progress it has made. Upon these high and breezy terraces are four hundred pretty cottages and the average daily attendance this summer has been from three to four thousand people. Large and handsome public buildings have been erected, including the Auditorium, which seats several thousand people; Evelyn Hall,

with fifty rooms, dedicated to the use of the W. C. T. U. and its white ribbon workers; Loud and Hitchcock Halls, named for their respective donors, and almost equally as large, the former christened as the home for the College of the Arts and Sciences, the latter devoted to religious instruction, the study of the Bible and ancient languages, normal teaching for Sunday school workers and headquarters for the Epworth League and the Society of Christian Endeavor. There is also a very pretty Chautauqua cottage for the use of the Literary and Scientific Circles, also used as an Art Hall; and the chapel pressed into service as the College of Music. All branches of secular and religious study are taught here under competent instructors and large classes take advantage of these excellent opportunities. During the entire season a most excellent programme is put upon the platform, consisting of lectures, concerts, readings and various forms of amusement, and the auditorium is crowded to its utmost capacity. Space prevents a more extended description of this most entertaining place whose phenomenal success is largely due to its capable, judicious and energetic Superintendent, John M. Hall, of Flint, Michigan.

From Bay View we extended our trip to Sault Ste. Marie, on the extreme eastern point of the Upper Michigan peninsula, commonly called the "Soo." The St. Mary's river separates the United States from Canada at this point and connects the two great lakes—Superior and Huron. A rocky ledge a half a mile in length and extending from shore to shore produces the Rapids of St. Mary, which presented an insurmountable barrier to navigation for many years. At length, urged by the necessities of commerce, our government built an immense canal into which they turned these turbulent waters through a smooth and peaceful channel. But there was still another difficulty to overcome. In this short distance was a fall of eighteen feet; and it is a well-known fact that water does not run up hill nor can the most powerful steamer sail up an inclined plane. Therefore a "lock" was constructed which has been enlarged until now the "Soo" canal and lock are the largest in the world. At all hours of the day and night long lines of steamers are in waiting at either end to be passed safely through the lock and go on their way to the north or south with their great loads of freight or passengers. During the eight months of navigation last year 10,000 ships passed this canal, carrying about 28,000 passengers and \$84,000,000 worth of property. It is a magnificent sight to see five great vessels locked in and, at a signal, the immense gates, one leaf of which weighs 76 tons, swing slowly back, the ships lifted up eighteen feet and passed out into the deep waters without a

jar. It is a superb triumph of mechanical skill and people come from all parts of the world to see it. Eight huge engines are required to operate the lock, all under the direction of one engineer who is as proud of them as a mother of her baby or a husband of a new wife.

We went by rail, our train of six heavy cars being run upon a ferry at Mackinaw City and carried across to Point St. Ignace. We returned by boat which required more than twice the length of time but is a much more agreeable journey. We drift seventy miles down the St. Mary's river and at Detour Pass swing out upon the broad and beautiful expanse of Lake Huron. A few hours' ride to the west brings us to the Island of Mackinaw where we land and go up to the Grand Hotel, grand in one sense at least that it commands one of the finest views in this country. The Island is situated in the Strait of Mackinaw that separates the two Michigan peninsulas and connects Lakes Huron and Michigan. It is a high volcanic hill that rises abruptly out of the water and is crowned by a frowning fort. From the top of this hill one beholds an unsurpassed panorama of peninsulas, islands, lakes, straits and rivers, all the geographical phenomena. Here is built a straggling village whose inhabitants are mostly engaged in fishing, dreary enough in winter, one would imagine, but in the summer its numerous hotels are crowded and it is a delightful place to spend the heated season. The United States barracks are here, and there are many picturesque spots to visit. It catches every breeze that blows, there is good fishing and altogether it is unexcelled as a summer resort.

Crossing the state of Michigan from Grand Rapids to Detroit we took a Lake Erie steamer to Cleveland and from thence came to Lake Chautauqua where we will remain till the autumnal solstice assures us there will be no more hot weather. The Assembly, which is nearing its close, has scored the greatest success in its history. Never have the crowds been so large or the gate receipts so far up into the thousands. The College of Liberals Arts, with its splendid faculty of instructors representing twenty-five of the great universities of the country, has numbered about 800 students, while the number in less advanced classes is almost beyond counting. Every department has been crowded, music, art in all its forms, book-keeping, stenography, elocution, kindergarten, etc. The gymnasium has been unable to accommodate the applicants for instruction in athletic training, boating, boxing, fencing, swimming, the Swedish system, the Delsarte method and so on through the list. Women and girls have taken their full share and their skill and dexterity are quite wonderful when

we remember that a few years ago they were debarred from all such exercise. The various tennis courts have been occupied every hour, some fine games of base ball have been played, the bicyclists have been out in force, the pedestrian clubs have tramped over the country, there have been boating and bathing and many excursions and if everybody has not found recreation it certainly is not because it has not been supplied in abundance.

The programme has been interesting as usual, with a daily feast of lectures, concerts, readings, stereopticon exhibits, musical recitals, receptions, spelling matches, fireworks, illuminations and in fact everything that could amuse and please. For a happy combination of instruction and entertainment Chautauqua cannot be surpassed on the face of the earth. The most profound scholar can find here what his soul will take delight in, the musician or the artist may revel in his favorite pastime, the tired man or woman who wishes simply to be amused will be abundantly gratified, and nowhere are little children more thoroughly unconstrained and independent. It is a place of wonderful resources and it would be an inventive mind which could ask for what he could not find here. About this time I hear a chorus of voices from the Woman's Department crying out, "What about Housekeeping?" Is that not thought worthy of consideration?" Come with me down this shady street, into the prettiest and most romantic part of the grounds, and let us enter this great white tent so invitingly pitched under these big oak trees. Do you see these many chairs filled with eager and interested women, those white tables, that shining range, the matronly lady with the plump, pretty hands and the snowy apron? You are right in the midst of the School of Cookery, where this season over three hundred ladies have been most attentive pupils in the culinary art. Did you ever see such lightness in bread and rolls? Did you ever smell such delicious coffee and fried chicken? Did you ever taste such flaky pie crust and delicate cake? The Professor in this department every year is Mrs. Emma P. Ewing, Dean of Domestic Economy in the Iowa and the Indiana Agricultural Colleges and founder of the School of Household Science in Kansas City, where cooks are trained and graduated. I could desire nothing better for every one of our Department than that she might have a full course of Mrs. Ewing's lectures or, failing in this, might secure her *Manuals of Cookery*. Her family with one accord would rise up and call her blessed.

This letter is spinning out until I shall be afraid to lecture our correspondents upon the length of their communications. It is not easy to condense the wanderings of a

summer into a few short columns, even if but brief reference is made to each spot visited. There are many points of interest around this beautiful lake, whose shores are thickly covered with attractive resorts, the most widely known of which is Lakewood, with several handsome hotels and many picturesque cottages. Mayville stands at the head and twenty miles below at its outlet is the city of Jamestown, noted for its mills and factories. The scenery is exquisitely fair and peaceful, hills, meadows and forests, the perfection of nature's handiwork. The early days of September are the loveliest of the year, when the noisy, bustling crowds have gone away and we may enjoy the companionship of those who, like ourselves, remain because of the quiet beauty, the pure, sweet air and the welcome restfulness of lake and shore. Here at the pleasant country home of a relative we shall spend a few weeks before taking up the exacting duties of the coming year; duties which are appalling when viewed in the aggregate but taken in regular order may be easily disposed of in the future as in the past, and are infinitely more welcome than the prospect of an idle and aimless winter. And with this wish for our readers we will close: Plenty of work and the strength and ability to do it.

GOODLAND, KAN., September 1, 1890.

Editor Woman's Department:

I do enjoy the *Magazine* so much. It seems as though when each new one arrives it is better than the last; but looking over the old ones for two or three years back, I think they are all grand, and the B. of L. F. may well be proud of its *Magazine*.

I am sitting up with a sick child, and have just finished reading the first article in the July number, captioned "The Higher Education of Women as Marriage." for the second time. There is no name signed to it, so I presume Mr. Debs wrote it. It matters not who wrote it, as it has "more truth than poetry" in it. It seems the writer is terribly stirred up for fear, when women in general get a good education, there will be no one but some "illiterate" women left for men to marry. Now, don't you worry a mite about that, for as long as there are good and true men, so long will there be good and true women to marry them. And right here I would like to ask, would it not be better for the world at large, to have fewer marriages and more holy ones? How many marriages do you suppose are yearly performed, based solely on passion, financial or social positions?

There is a double meaning to nearly everything he writes. He speaks of a being by the name of "Allen" calling "educated women" "deplorable accidents." Sisters, hear ye! If an educated woman is an "accident," may accidents happen to us all. He has the grace to say the article written by Mrs. Armstrong is as good as he has ever seen, in regard to the "mission of educated women." He says "if the 'higher education' of women is to result in their 'turning their back upon marriage' then the world will be forced, inevitably, to regard this 'higher education' of women as the most stupendous evil that has visited the world since the deluge."

The education of women will not tend to "turn their backs upon marriage," but rather to elevate marriage to a higher moral standard. He also says, "allusions to the fact that husbands are not infrequently ready to accept assistance from the hands of the women they have undertaken to support," and

to the fact, that the moral sense is in educated women more highly developed than in men, go to prove that woman's higher education tends directly to create an antipathy to marriage, a dislike of man, and a low estimate of what is required to establish a home. Wrong you are there, friend. The more a woman knows about marriage, the higher estimate she puts on the ideal home. Now the "ideal home," according to my thinking, and that of thousands of others, is not where wealth alone, but love and kindness reign supreme. Some men must act differently toward their wives, and young men toward their mothers, or we, the women of America will earnestly do all in our power to prevent as many as possible of the "I'll-try-it-and-if-we-can't-get-along-we-can-easily-get-a-divorce" sort in the future. I am not laying the blame of unhappy marriages upon men in general, more than upon women. But that mighty bug-bear of what is man's and what is woman's work, must be killed. It is impossible for man's or woman's work to be in one place, the work should be where love and duty calls them.

To illustrate my meaning: I have for nearest neighbors, a family consisting of father, mother, three boys aged 18, 16, 12, a young lady of 23, and a girl of 9. They have a "claim," and the father is trying to hold that down, being sickly and unable to make a living for his family. As no one can make an entire living on a claim here, the mother and oldest daughter are compelled to make the living for the family, with the exceptions of an occasional "job" the boys get to do. So the daughter goes out west to one of our big cities, where she can obtain higher wages, and the mother toils patiently day after day over that most detestable of household articles, the wash-board, while these "young men," play base ball every day, Sundays not excepted. Now, if those were my boys, they would help, if washing must be the means of support, at least to carry the water. When advised to go to school and get an education, the oldest says, "Oh! I am too old." The idea, when men of more than twice his age are still striving to get an education. Do you suppose for an instant that that woman's estimate "is too low" on what it takes to maintain her home? Some time in the future the women of America will place so high an estimate on "Home," that they will pause before they accept a "stopping place" instead of a home. I have dearly beloved daughters of my own, and I should indeed be nearly frantic if I thought they would one day be compelled to support a family of idle boys by the wash-board. And young men, you may expect the young ladies, or at least the "higher educated" ones, to take care of themselves, rather than assume the position of the above mentioned. I have always heard it said that as a boy acted toward his mother, so he would to his wife. So, girls, let me advise you to get a husband that is not ashamed to be seen helping his wife, if there is a necessity for it. The boys will have to look to their laurels, for the girls are steadily and surely gaining ground with them. They may never stand side by side physically, but they surely will mentally.

With a wish that all our daughters may be in the foremost ranks of educated women, and for great prosperity to the B. of L. F., I remain as ever,

J. K. F.

FORT WAYNE, IND., August 17, 1890.

Editor Woman's Department:

In the August number I see several answers to "May's" letter, and think "F. M. Fortune's" and the answer of "A Friend" are splendid, but the one by "A Fireman's Mother" I do not approve of. You are mistaken, for my husband is not neglected for baby, for my time is not so occupied but that I can devote plenty of time to each.

Many thanks, Mr. Fortune, for your letter and I think you a very nice husband if you practice what you preach, and for your wife's sake I hope you do.

And the letter from "A Friend," at Newark, Ohio, receives my heartfelt thanks for your kindness and sympathy, and I hope you may never know the trouble and heart aches that a reckless or thoughtless husband can inflict.

May.

LA GRANDE, ORE., August 16, 1890.

Editor Woman's Department:

In this month's number of the *Firemen's Magazine* I see a letter which I hasten to answer. A fireman's wife describes one day's experience, with its unhappy ending, and asks some fireman or his wife to tell her who was to blame. As my husband was once a fireman, and I am interested in this woman's story, I beg leave to speak to the question.

Your correspondent's trouble all comes from one woman trying to do three or four women's work. The day's work which she planned was easily the work of three well women, and one sick woman tried to do it all. Her husband fires only one engine, and does nothing else. If his wife would undertake to be his wife and home-maker, and nothing else, she would be able to smile a healthy smile at the close of the day's labor.

Here is a woman making a home, doing cook's work, laundress' work, housekeeper's work, and also making dresses for other women. What would she think if her husband should fire the engine, run it, and then go into the round house and take the places of a hostler and a wiper? In proportion to his strength, he would not attempt much more than his ambitious wife.

To remedy the trouble, I would suggest, first, that she stop making dresses for any woman beside herself. In our American family life the woman who keeps house and does her own work, does more than enough, without taking any additional burden on her shoulders. Outside work of that kind is really reckless extravagance of nerves and health. It is like using a light passenger engine on heavy freight trains. The engine may do the work for a time, but the result is disastrous to the machinery. It's a sorry day when the mother of a family is consigned to the "scrap heap," and alas! when she "goes into the shop" to be "built over," she usually comes out an angel in another world. So, again let me entreat your correspondent to stop the dress-making business.

That particular day's work I should have done this way:

The overclothes would have been washed at some laundry—Chinese, steam, or any other in reach. Family washing is not easy work, but washing black and greasy overclothes is beyond the strength of the wives of the wearers.

The delayed ironing could have waited one day more, or until the headache was gone. Baking would have waited for the same happy time. Meanwhile, in anticipation of a sudden demand for lunch, I should have procured something from the baker's. I am not fond of "baker's things," myself, but there are times when it is better for my lord and myself to eat them than for me to be a martyr, and roast at the kitchen range.

I should also have done something for the headache. In the first place, find out what causes the headache. There is usually something that can be done in every case. Calined magnesia often works wonders.

When the dish-washing was once under way, it would have been finished. Peddlers are a nuisance, and any means of getting rid of them quickly seems justifiable. My pet method is to say that "I have no money." That never fails.

The neighbor, I should have asked into the kitchen, and my work would have gone on without interruption. If the caller is a woman of good sense and kind heart, she will not be offended, and if she has not those two qualifications, the sooner she stops calling the better.

This is not a fancy sketch. The suggestions I have offered are the outcome of my own experience, and I practice just what I preach. In the course of the day, I should, according to my plan, have had time for a little rest and a little nap.

The supper and the smile would both have been "on time." The next day's work would have seemed easy. The "dropped stitches" could have been taken up, and at the husband's return from that trip, the supper and smile would again have come in on schedule time.

There are unavoidable accidents which are liable to happen in any family, but tact and ingenuity can

usually be depended on to cheat them of serious consequences. If the supper and its accompanying smile are generally met at the end of the road, hubby will soon learn that something serious must be the matter when he does not find them, and he will make allowances accordingly.

"Daisy's" experience tallies with my own. My rides on the engine have not been in the morning; but, whenever it is possible, my husband asks me to go, and I never refuse. The chances always come suddenly, and I drop everything to go. We both come home tired, but we make the best of it, and I think we are happier, and get more enjoyment out of life, than many people in higher places. In fact, I hold that railroad men have more comfort with their families than professional men. To be sure, they are away from home half the time, and for that very reason they appreciate their home so much more the other half. Separation makes husband and wife more fond and considerate of one another. I do my work mostly in my husband's absence, so as to be as free as possible when he is home; and I have more of his company, and we have more "outings" together, than any lawyer or doctor and his wife of our acquaintance.

In conclusion, I want to ask the fireman's wife to take a leaf out of my book, and see if she is not healthier and happier for the experiment.

B. L. E.

[Many thanks for this most sensible and seasonable letter. It is sound to the core. We trust our correspondent will let us hear from her again.—Ed.]

COLO., August 18, 1890.

Editor Woman's Department:

I have read the *Firemen's Magazine* for the past few months, and like it better than any other magazine I ever read. I see that there is a great deal said on managing husbands, but I can say nothing about how to manage one, as mine makes out to manage himself. He always asks my advice about any new undertaking, and we get along quite well without any quarrels.

I think "May" has tried the right way with hers, and I sincerely hope that he will reform his evil habits.

I will give my recipe for washing overalls: After you boil your white clothes, put the overalls on in cold water, with plenty of soap and about three-fourths of a teaspoonful of coal oil, and boil about an hour and a half, then rub out and rinse. It is not necessary to rub before boiling, and do not use lye.

I think "Pansy's" is the right kind of a recipe for keeping husbands home evenings.

If this is worth reading I would like to see it in print.

With good wishes for all Firemen.

A Fireman's Wife.

GEORGETOWN, TEX., August 5, 1890.

Editor Woman's Department:

As Texas is not heard from very often through the columns of your paper, I will write. I am in receipt of my second copy of the *Magazine* and like it splendidly.

Texas has a number of fine Lodges organized. I have friends in two of them: one at Taylor, the Alamo, No. 233, the other at Palestine, the Naches, No. 156. I have an uncle that is a fireman. It is a noble calling, and one that requires a good deal of courage and bravery.

The annual picnic was given at Circleville, on the banks of the beautiful San Gabriel. At night the firemen gave a ball in Taylor. These occasions are pleasantly remembered by all who participated therein.

Most of the correspondents write about managing husbands; when I get one I will write advice how to manage them; that is, if I can manage him, but if he has the managing to do, I won't say anything about it.

Wishing you much success in your valuable work, and extending to your many correspondents my best wishes, I will close.

"Dad's Girl"

For Woman's Department.

DOWN BY THE SEASHORE.

Dreaming dreams by the seashore—
Indulging in visions bright,
I bask in the glowing sunshine,
That has dispelled the shadows of night;
And I think of the past and its pleasures,
The past that brought joy to me,
While the bright waves dance in the sunlight—
The waves of the beautiful sea.

Sitting alone by the seashore,
I trace in the glistening sand
Fond hopes that may ne'er reach fruition.
Though written with love's mystic wand;
And my heart thrills with joy while I listen
To what the bright waves are saying to me,
For they tell me that I'm still remembered
By my loved one far over the sea.

Sitting alone by the seashore,
I revel in day-dreams bright,
The world and its cares are forgotten,
While I bask in the sun's golden light;
And I think of the dear one so distant,
Who perchance is now thinking of me,
While hopefully I await his home-coming—
His coming from over the sea.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., Sept. 10, 1890.

CLINTON, ILL., August 8, 1890.

Editor Woman's Department:

I feel a desire to say something to "Pearl S." in reply to the question asked us. If the young lady she seeks advice for (of course it isn't herself) has gained the esteem and affection of one of "my ideal young men," she did so by means of ladylike deportment, and why may she not keep him loyal to her by the same means? No lady will "gush" over friends of her own sex, much less over friends of the opposite sex. She can show him, in a hundred ways, that he is preferred above all others, and that she is happy in his society, without allowing any undue familiarity: for, as sure as day follows night, "familiarity breeds contempt." But there is no sensible reason for her being "cold" in her treatment of him. I say to her, act naturally; then he will not be deceived into thinking her what she is not. She could not deceive him for any length of time, if she tried. If she is loyal to him, I think she can trust in his loyalty.

I do not want to show distrust, but I think when persons are too young by "three years" for marriage, they are too young to be engaged. It is hardly to be expected that they would fully realize the obligation they are taking on themselves, and if not understood and appreciated, it would be no obligation whatever, and either would feel at liberty to break the pledge, on short notice and on small provocation. Eventually, they would find very little harm had been done by so doing.

If this couple had reached a marriageable age, I would try to convince them that they were making a mistake in prolonging their engagement; provided, always, that they have enough to commence on without going in debt. I think a girl is deprived of one of the greatest comforts of her life when she is influenced or forced to wait till her intended husband has saved enough to complete the home before he takes her to it. My ideal girl will enjoy commencing on a small scale and helping to bring things to perfection. Although she would be a small additional expense to him, she would more than make it up, if economical, and they would have that sweet feeling of mutual dependence and mutual help which would knit their hearts together more completely than anything else; and when they have gathered the necessities and a share of the comforts around them, they will appreciate their home, and the effort it has cost them both will endear it to them and endear each to the other.

After a man has reached the age of twenty-one, he is more or less like a ship without an anchor until he is married and has a home of his own. In these days it does not take a fortune to get a home com-

menced, and after that he will be surprised to find how many nice little home adornments he can buy with the money he would have spent foolishly if he had no wife at home waiting for him, delighted with the merest trifle he brings her to beautify their home. I heard an intimate acquaintance of mine, who was married at the age of twenty-three, say if he had his life to live over, and could get the same girl, he would marry at sixteen. Yet they had nothing to begin with but loving hearts and willing hands, though now they are gray-haired, and comparatively independent.

If "Fireman's Wife" will not think me impertinent, I will ask her if she is not presuming on herself and trying to do more than she can do justice to? I think she would have her hands comfortably full without the dressmaking for the public. She did not say whether she felt obliged to do it or not.

I wish I could convince "May," and others of her opinion, that it is not such a terribly wicked thing to play cards in one's own home, with one's own family or with a few friends. My husband and I play and teach our children all the simple games, and I can see no bad effects as yet. My boy has no desire to go to the barn to play when he knows he is at liberty to bring his friends to the house and play on his own card table, a present from his mother. "Fireman's Mother" expressed my sentiments in her letter. "May" is just as conscientious in her belief that harm comes of card playing. We can not all see alike, nor can we know what the future will show us.

Mrs. Harper spoke of cleaning wall paper by a new process. I would like to know what it is. Good wishes for all.

Mrs. L. H.

[Mrs. Hincheliff is one of our most valued correspondents, and her letters are always full of good sense. The wall paper is cleaned by men who make it a business, and they are very careful not to disclose the preparation with which they do it.—Ep.]

WEST MARIETTA, OHIO, August 1, 1890.

Editor Woman's Department:

As I have never seen any communication in your valuable Magazine from the oldest town in the Northwest, I will try and write a few lines for the benefit of those who may never have the pleasure of visiting us. The very name of Marietta is historical. It goes back to a time when a handful of settlers planted civilization in this great state of ours. It is also a commemorative name, having been named about the time the unfortunate Marie Antoinette was led to the scaffold. The hands of the American people should always be extended to France, to whom they are under obligations for their independence. Over one hundred years have passed away since our forefathers settled here on the banks of the beautiful Ohio.

With what tenderness and love they guarded their wives and babes from the hated red men; what privations, want and misery they suffered we can never know. But could they see us now, after one hundred years of thrift, would their eyes beam with recognition? Hardly, for now we are a city with a population of 10,000 and rapidly increasing. We have wide streets and lovely shade trees, a beautiful park, electric lights, free delivery and a complete system of water works. The city lies on both sides of the picturesque Muskingum and is now being piped for natural gas.

Marietta has a High School for girls and in September will open a Seminary for the higher education of young ladies. It is located on the corner of Fourth and Wooster streets and is one of the most beautiful sites in the city.

The Marietta College for males is the oldest college in the state and held its fifty-fifth annual commencement last month. We have five railroads and a possible sixth. With the new Union Depot completed in a few weeks, no city, east or west, will have better railroad facilities.

And now if you will allow me a few words more, I will say my husband is a member of the Franklin

Lodge, No. 9, B. of L. F., of Columbus, and thinks there is nothing like it.

When I asked him how to manage a wife he only laughed and said, "They don't need managing." Well, that is my idea exactly. Now I attend to all the household duties and he attends to the work on the outside. It is just two years the 30th of this month since we embarked upon the sea of matrimony and in that time it would be hard to tell who did the managing.

But, wives, remember "whatever is worth doing is worth doing well." My husband has often threatened to take our cooking stove into the parlor to use as a mirror. But far better is it to have a rusty stove than a rusty brain and heart. Therefore, if it is impossible to keep both polished, neglect the stove. How many of us, I wonder gave up bright prospects for the future to marry firemen, and are there any that regret it?

Young men of the Brotherhood whatever your duty, "Never let your courage slack. Keep your hand upon the throttle and your eyes upon the track." And now, my dear Mrs. Editor, hoping this won't find its way to the waste basket as it may deserve, I remain yours with best wishes,

M. C.

[Come again.—Ed.]

C. P. DIAZ, August 4, 1890.

Editor Woman's Department:

As it has been some time since anything was said about 308 and not wishing our friends in the United States to forget us I will ask a small place in your columns.

No. 308 is improving, we have added several new members and have secured a new Lodge room and can now promenade the new members to their doom on a plank floor instead of our former dirt floor, and they are much harder when the goat is ridden.

Some of the members are wearing long faces on account of quarantine between C. P. Diaz and Eagle Pass as they are compelled to only look across the river where their best girl lives. I am glad mine lives a long way off for it would be awful to be so near and yet so far.

Something is going to happen soon, as our sober Secretary has been very happy of late and constantly sings "Listen to the Gypsy's Warning." He no doubt had his fortune told and it is about to be fulfilled. That's right, Frank, set us a good example and we will surely follow. The writer could tell more but is sworn to keep the secret.

"San Antonio papers please copy."

This road is soon to have a branch road from Hornos to San Pedro, a distance of about fourteen miles; a nice run for a young married man. "Frank, you might get it."

One of our engineers has been on the Gulf of Monterey road for the past two months and has just returned. He is as happy as a boy with his first pair of suspenders. We were told he had a trained monkey firing for him while there; when we went to see it fire it was our old friend "Dutch." Dutch speaks very highly of that part of Mexico, says it is the finest country he ever saw. He was raised in East St. Louis. Draw your own conclusions. He also says there are plenty of wild parrots in the timbered districts, but his story about being called every morning by one and being wakened up in the night by the old ones learning their young to say "cracker" sounds mightily like a cracker.

This road is doing an immense business as all the material for the Gulf and Monterey extension is being shipped over this road.

There is an abundance of fruit in Mexico this year and it is of a fine quality, owing to the unusual amount of rain. There has been a general rain all over this state and the crops are looking fine and the usual dry looking mountains are fast turning green.

Brother Scotty now wears a continual smile since winning a fine suit of clothes given by the Traveling Engineer for the cleanest engine for one month. Brother Rove also smiles for the same reason but his smile cannot be seen as far as Brother Scotty's which actually makes the 22's headlight look dim. "This is no parrot story."

There seems to be a very contagious disease on this road, but strange to say most every one smiles when they think they are going to have it. All the men quit their bachelor's quarters and go to house-keeping as soon as taken. I guess Frank and Harry will soon forsake us as they have been exposed.

Will some kind lady please tell us how to make good soda biscuit without milk or butter. We made some and invited a few of our most intimate friends to dine with us. Since then there has been a coldness between former friends and numerous visits to the dentist's.

With these few lines we must close and study a while about what we are to have for breakfast and figure how long it will take to steam a petrified soda biscuit so it can be broken with a hammer, and the quickest way to wash dishes without a dog.

P. S.—We have discovered a new method of making rubber. To any one wishing it we will forward our receipt for making and baking Angel Cake.

Keep King.

CORNICANA, TEX., August 17, 1890.

Editor Woman's Department:

Having finished reading your valuable *Magazine* for August, and not seeing any letters from Magnolia Lodge, No. 225, I will write a few words, myself, in its favor. The Lodge here is in a flourishing condition—a host of brave and gallant young men—men that are willing and ready to go forth and attend a helping hand to a brother in need or a friend in trouble.

The engines now are all draped in heavy mourning for Fireman Lee Hughes and Engineer Blake, who lost their lives in a collision, while in faithful discharge of duty, on the Central road, the 5th instant. Both leave affectionate wives and loving brothers and many friends to sadly mourn their loss, while the world loses two good men and Heaven gains two bright gems.

I wish the *Magazine* and Brotherhood long life and success, for there is no greater thing on this earth than a body of great and good men like the Brotherhood. May God bless them all when they are out upon the dark and lonely road, working and toiling for the loved ones at home.

Well Wisher.

ARKANSAS CITY, August 11, 1890.

Editor Woman's Department:

For more than one year I have been an interested reader of your valuable *Magazine*, and I have never seen any communication from any of the lady friends of the Canal City Lodge, No. 255, of which my brother is a member. The boys are as noble and true-hearted a set as can be found anywhere. I am glad that so many take an interest in the Woman's Department. For my part I think it is a grand thing. I have been silent because I was almost afraid to write, but I thought I would take courage as I wanted the boys to know that there was one that has not forgotten to give them their praise.

My brother was indignant when he read Kicker's letter in the April Number, but it was all right when he saw the storm he got from all of them. Wouldn't there be a change in his home if one of these ladies was boss. He would want to make himself scarce for a while.

But I am so sorry for May, poor thing. If her husband would read Kicker's letter I believe he would reform and be a kind and loving husband. He would be ashamed of himself.

It is a shame if Kicker is a member of the B. of L. F., he is not worthy of the honor.

I think that the railroad men are all nice men. My greatest pleasure is watching the trains coming in and going out. I know lots of the engines, especially my brother's. I always hate to see him start out for there are so many accidents. But I trust to God that he may come back safe and sound. He has never been in any wreck yet, and I hope never will. This being my first letter I will close with

God bless the boys of the B. of L. F.

A Fireman's Sister.

E. D.

OIL CITY, PA., August 15, 1890.

Editor Woman's Department:

I have been a most interested reader of the *Magazine* for some time, and find it as instructing as it is interesting, more so each number. I think the Editor very kind in allowing space for the women; we appreciate it highly. It is in our power to be of much benefit to the department, so let us use it as much as possible. None need lack for something to write about these stirring times. I see so many writing about managing a husband. I don't know how I would do but I do know that no woman ought to get married until she can manage a house thoroughly, or sooner or later they both will come to grief. My opinion is if a husband and wife truly love one another they won't need much managing, if any. Another thing a woman should have is a good education. Most women of to-day have one, I am happy to say. We also should know how to provide for ourselves the necessities of life. In these times a woman can have her choice of work; house work, school teaching or music, bookkeeping or telegraphy, etc., etc. Even if they do not need to provide for themselves they should know how, for our riches may fly away some time, so let us be independent, and when we get a home of our own we will be fitted for it, because we have not been idle. Also let us read good books and magazines, such as the *B. of L. F. Magazine*. I speak from a woman's standpoint, for I am one of them myself, battling with the difficulties that beset the laboring classes of to-day. I wish the *Magazine* in its mission every success, and the brave firemen, may God protect them all.

A Friend and Well Wisher.

BUFFALO, N. Y., August 5, 1890.

Editor Woman's Department:

I am a constant reader of the *Magazine*, and as I have never seen a word from Buffalo Lodge, No. 12, I will say that from all accounts everything is progressing finely. My brother has been a member of No. 12 about one year.

I think there are some very interesting letters in the "Woman's Department," especially those written on how to manage a husband. If all husbands were like "Kicker" and poor "May's" husband, I think they would need to be ruled with a rod of iron. Some men (my brother, for instance) do not have to be ruled or managed—they make good husbands without that.

If there are any stenographers and typewriters who are readers of the *Magazine*, I should like to hear a word from them through its columns, being a stenographer and typewriter myself.

Hoping to hear some more on that interesting subject. "Kissing Mother," I remain, a friend to all firemen and the B. of L. F. *Edna.*

WAYCROSS, GA., August 4, 1890.

Editor Woman's Department:

I do dearly love to read the *Magazine*. I am neither the wife, mother, daughter nor sweetheart of a fireman. It is a pleasure to see the engines come steaming and puffing along the R. R. and knowing not whether it is my dear brother who is keeping her moving along the rail or some of the other boys. I must bid my old *Magazine* adieu, wishing the B. of L. F. good success.

A Fireman's Sister.

[A Fireman's Sister from Waycross, Ga., writes very kindly of Lodge 325, of which three of her brothers are members.]

WINFIELD, KANSAS, August 14, 1890.

Editor Woman's Department:

I have had the pleasure of reading the second one of your *Magazines*, and am very much pleased with it. My brother being a member of B. of L. F. I am very much interested, and it is through his kindness that I will receive it for one year, and through it I hope to be benefitted in the year to come.

I remain,

A Fireman's Sister,

Little Massey.

THE BROOK.

Peep from haunts of coot and hern.
I make a sudden sally,
And sparkle out among the fern,
To bicker down a valley.

By thirty hills I hurry down,
Or slip between the ridges,
By twenty thorns, a little town,
And half a hundred bridges.

Till last, by Phillip's farm I flow
To join the brimming river:
For men may come, and men may go,
But I go on forever.

I chatter over stony ways,
In little sharps and trebles,
I bubble into eddying bays,
I babble on the pebbles.

With many a curve my banks I fret,
By many a field and fallow,
And many a fairy forland set
With willow weed and mallow.

I chatter, chatter, as I flow,
To join the brimming river:
For men may come, and men may go,
But I go on forever.

I wind about, and in and out,
With here a blossom sailing,
And here and there a lusty trout,
And here and there a grayling:

And here and there a foamy flake,
Upon me as I travel,
With many a silvery water-break,
Above the golden gravel:

And draw them all along, and flow
To join the brimming river:
For men may come, and men may go,
But I go on forever.

I steal by lawns and grassy plots,
I slide by hazel covers;
I move the sweet forget-me-nots,
That grow for happy lovers.

I slip, I slide, I gleam, I glance,
Among my skimming swallows;
I make the netted sunbeams dance
Against my sandy shallows.

I murmur under moon and stars,
In brambly wildernesses;
I linger by my shingly bars,
I loiter around my cresses.

And out again, I curve and flow,
To join the brimming river:
For men may come, and men may go,
But I go on forever.

Alfred Tennyson.

RELIGIOUS INVESTIGATION.

Four-year-old asked if God made him, papa and mamma. Obtaining the answer, he asked:

"Did God make the trees?"

"Yes, darling," said his mother.

"And the birds?"

"Yes, dear—go to sleep."

"Who made God, mamma?"

"Do go to sleep, dear!"

"Does God wear a straw hat?"

"Pet, go to sleep—you must go to sleep?"

A long pause.

"Mamma, if God swallowed a fish-bone, would he choke to death?"

Exit mamma, to repress a disposition to smile.

The longest distance over which telephoning can be maintained is uncertain: 750 miles is a common daily occurrence, but two gentlemen recently carried on a protracted conversation between Charleston, S. C., and Omaha, Neb., a distance of about 1,500 miles.

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

PUBLIC SENTIMENT.

Mr. J. R. Buchanan, in the *Labor Leader*, says:

But the greatest of all stumbling blocks in the way of the workingman protesting for his rights is that bugaboo called "public sentiment." It is a will-o'-the-wisp which has led many a well-founded strike into the slough of defeat. "If you don't allow the trains to run you will inconvenience thousands, and then public sentiment will be against you," is what you say. You are mistaken: the public hasn't any "sentiment." What you have taken for it has been the ranting of subsidized editors, whose whole aim is to misrepresent you and frighten you. Take the New York daily press during the New York Central strike. With one exception the prominent papers of the city began a campaign of misrepresentation and bulldozing on the second day of the strike. Their local columns were filled with garbled accounts and gross falsehoods intended to discourage the friends of the strikers. President Depew has not been filling the big editors up with wine and taffy for nothing. He knew when he ran off to Europe to avoid the trouble that was sure to follow the carrying out of the scheme to oust the Knights from the Central that the press would see to it that "public sentiment" went the right way. One can almost see the sparkle of Chauncey's champagne in the eyes of the editor who writes about the corporation "whose generosity and goodness to its employes has become a proverb."

There is such a thing as honest "public sentiment." We do not doubt that public sentiment is often wrong upon many questions. We do not hesitate to say that the press is often swayed by the money power to do strikers grievous wrong, but in such discussions it is always best to start out right.

It is on record that Mr. Holland declared that the strike on the New York Central was a "thoughtless" strike. It is also on record that it was ordered by a subordinate official of the Knights of Labor, and that Mr. Powderly advised against it, and did not know that it was to occur.

These facts were reported, and "public sentiment" is opposed to premature strikes. A strike should be the last resort. Had there been more deliberation, more thoughtfulness, had Mr. Powderly been fully advised, had the grievances of the Knights been known to the public (and they were righteous grievances) we believe that the preponderating power of public sentiment would have been with the strikers.

We do not doubt that Depew knew of the impending storm and went to Europe to avoid its force, but the public was not aware of its coming, and the Knights of Labor should have availed themselves of every avenue of communication to tell the public of what Webb was doing.

The record shows that this was not done. The storm came suddenly. Only the Knights knew where or how it was coming. We think this was a mistake.

Had their grievances been widely discussed the interest of the strikers would have been vastly promoted.

We do not attach undue importance to public sentiment, but it is a factor and a force well worth considering, and as a general proposition it is on the side of strikers and helps them to win victories.

When railroads have grievances they let the public know it, and seek for sympathy, and railroad employes, in this regard, may profitably emulate their shrewdness.

The *Commoner* of Pittsburg, is opposed to harnessing the water power of Niagara to wheels and shafts for the gratification of the "demon of industry," and exclaims:

The short-sighted narrow-mindedness of this present age, the perversion of thought and degradation of ideas, the subjugation of all that is high and holy, of all that is poetic and beautiful, of all that is inspiring, grand or ennobling to the mean mercenary grasp of commercial purpose, and the shameful, shocking, heartless vandalism of the time is pointedly brought to light in the persistent attempt of certain individuals to obtain control of that most beautiful work of nature and wonder of the world Niagara Falls.

The present is an industrial, money-making, mercenary age. So greedy that thousands of women, young, fair and beautiful are made to work and sing the "song of the shirt." Niagara Falls are very beautiful, very poetic, "inspiring, grand" and "that and a' that," but if Americans can without shedding a tear or feeling a twinge of conscience, see girls of "sweet sixteen" toiling for a mere pittance to keep their souls in their weary bodies, the *Commoner* may be sure its existence that the horse-power of Niagara Falls will be set to work at the earliest possible day.

We like Niagara, like its roar, its rush, dash, splash, spray and rainbows; as the Cockney said, "Its dom foin, well get up," but as sure as fate, "capitalists" will eventually make Niagara Falls get down to business. Something in that line has already been accomplished. Says the *Commoner*:

Some people believe that work is the whole end and aim of life. There is no such word in their lexicon as art, pleasure or beauty. Everything is measurable, filthy lucre. Has anyone ever gazed on the wonderful awe inspiring picture of Niagara and said to himself: "This should be harnessed to turn the miserly wheels of work"? Is there not enough of power in this broad land without degrading its fair face of nature. Allow these schemers to press and the silver stream of purest crystal will soon be reeking with the filth of industry and the now

water will run black. It will be polluted and poisoned, become an eye-sore and offence rather than an attractive picture. For a few paltry dollars those dull-sensed beings will destroy the work of ages, they will destroy something that all the wealth of the world, all the power or ingenuity possessed by man could not restore.

That is about the size of it. "Some people," and the number is large, and increasing every day, believe that work is, not only "the whole end," but they believe it is the *but* end of life, or, both ends of it. In the number, unfortunately, is included workingmen who antagonize the eight-hour movement and every other movement designed to reduce their burdens and better their condition, a fact far more humiliating than any movement intended to make the water power of Niagara go to work. Says the *Commoner*:

Have generations still unborn no right in the matter? Shall we arbitrarily deprive them of a privilege which we ourselves now enjoy? We hope not. We hope the world is not so selfish. Let this great nation rise up in its might and enter an earnest, emphatic protest against such an unholy desecration. Let a crushing rebuke be dealt to those unfeeling monopolists to whom nothing is too sacred for their grasp.

We should like very much to demand the "yeas and nays" on the Niagara question; as at present informed, we should vote "yea." "An honest man is the noblest work of God," and millions of them have to work, why should Niagara be exempt? Why should it do nothing but roar and tumble? As for "generations still unborn," they must take their chances, but all who come within the next hundred million of years, we think will have a chance to hear Niagara roar and see it plunge and possibly see its horse-power utilized. Already, we make women and children work. We make the winds and the tides work, we have harnessed electricity to the wires and to all sorts of contrivances and have compelled it to work, and if we could utilize the perpetual motion of the planets, we would do that. It does no good to kick. The Master said, "Hitherto my Father worketh and I work," and Niagara, while he need not cease singing anthems and may continue to deck his brow with rainbows, will have to get down to work.

W. E. BURNS has been nominated for the Lower House in the Fifth District. Mr. Burns is pre-eminently a representative labor man and ought to receive the vote of every workingman in the Fifth District. He is a man of ability, integrity, and in every way qualified to represent the interests of the people, and especially the working people, in the Legislature. If W. E. Burns is elected, which he assuredly will be, no one need fear that any corporate or other vicious influence will ever sway any action that he may take in the making or repealing of laws. His constituents may rest assured that every vote he casts in the Legislature will be in favor of honesty and fairness to every interest that is represented.

Some of the overzealous newspapers in a sneering manner class Mr. Burns with the political heelers that infest our political conventions, and refer to him as a member of the ruling race. If being an American of the third or fourth generation justifies such an inference, then he has been properly designated.

W. E. Burns was born in Baltimore County, Mary-

land, where also his father and grandfather were born. He has lived in Chicago for thirteen years; ten years of that time he has been running an engine on the Illinois Central Railway. He is an honored member of the Brotherhood of Locomotive Firemen, of which organization he was the Vice Grand Master from 1881 until 1883, and for eight years he has been a member of the Grand Executive Board. In 1888 he was nominated for the Legislature by the Labor party, and polled the largest vote in his district of any one running on the ticket. He is a broad-gauge man on every subject, and is thoroughly non-partisan when the interests of the people are at stake. Mr. Burns will be elected, he ought to be elected, but to make his election sure every workingman and every honest man, no matter what his business may be, ought to vote for him.

The foregoing from the *Rights of Labor*, published at Chicago, is transferred to our columns with pleasure. For years Bro. Burns has been an active member of the Brotherhood of Locomotive Firemen, and he is widely known throughout its jurisdiction as an earnest, conscientious and faithful supporter of the rights of labor.

The *Magazine* believes that in Bro. Burns the workingmen of his district would have an honest and capable representative who would use his influence to have just laws enacted, and therefore hopes that they will see to it that he is elected by an overwhelming majority.

A PECULIARITY about the numerous strikes that are constantly taking place among railroad men is that there is no complaint made of the hours of labor and the wages paid. The causes of dispute generally turn on the men not being permitted to manage the railroads they work for. The arbitration that calls for a settlement of a dispute is really the request for outside parties to decide whether or not the railroad companies shall manage their own business. The *Inter-Ocean* of Chicago puts the case very clearly in an editorial, which says: "There are a good many things which could with propriety be submitted to arbitration. Nearly all questions of a general nature, such as hours of labor and rate of compensation for a given kind of service, but when it comes to the discharge of an individual employed for cause, that is not a matter for arbitration. If the employé has a time contract he can enforce payment for all the time covered by the contract, no matter whether assigned to duty or not; but when both parties are at liberty to terminate the engagement without previous notice there is no room for calling in the good offices of an umpire, unless the cause of the discharge is in itself general."—*National Car and Locomotive Builder*.

The foregoing is sadly wanting in accuracy of statement. That is putting it mildly. The writer did not have the fate of Ananias in mind. "The peculiarity about the numerous strikes that are constantly taking place among railroad men is that there is" complaint made of the hours of labor and the wages paid. It is not true that the causes of dispute generally turn on the men not being permitted to manage the roads they work for. Such assertions are not made in the interest of truth and fair play. They do gross injustice to workingmen. They are made in the interest of the corporations. They are the unsupported pleadings of paid attorneys, and are made for the purpose of obtaining a verdict from the public in defiance of facts. It is not true that railroad

employés seek to "manage the road they work for." It never was true. It goes for nothing to say that railroad employés have made mistakes in their demands, or that their methods have sometimes been of a character which prudent men did not approve. But honest men, men actuated by a sense of justice, capable of understanding an honest verdict, will, in forming conclusions, reject exceptions and be governed by the rule. As a rule, railroad employés have kept their demands largely within the limits of justice. Such is the record since the first track was laid. They have made some headway. In less than three score years railroads in the United States have grown from 229 miles to 161,000 miles, and in all of these years railroad employés have been truer to the corporation than the corporation has been to the employé. Wrongs there have been, grievous wrongs, and wrongs still exist. Many wrongs have been assailed and have disappeared, in every instance, because railroad employés asserted their manhood, demanded their rights and secured them.

Never on any occasion has the corporation discovered the wrong, and of its own volition banished it. To the extent that employés have been emancipated, the work has been done by their own efforts, and in every advance society has been the gainer.

A certain class of writers will not see the facts as they exist. They are the suborned witnesses of the corporations, the subsidized clackers of railroad magnates, who use their privileges to degrade, rather than dignify labor.

Railroad companies are managing their own business, but it often occurs that in this "business" the rights of employés are seriously involved. In such cases, employés speak, protest and demand a hearing for the purpose of securing their rights, and these paid advocates of wrong, lift up their hands in holy horror and exclaim, "employés want to manage the railroads."

The *Inter Ocean* well says, "the discharge of an individual employé for cause, that is not a matter for arbitration," but the question of "cause," is a matter for investigation. There are multiplied instances on record, showing that "individual employés" have been discharged to gratify the spleen of some subordinate nincompoop, and when the facts, through a grievance committee have been brought to the attention of higher officials, the "individual employé" has been reinstated—and the fact knocks into smithereens all the lame logic of those publications which seek to substitute falsehood for truth; fawning creatures themselves, they would have others play the role of fleas and be content to live in the hair of the corporation dog.

PROGNOSTICATIONS seem to be in order now and in a recent issue of the *Forum* Professor Emile de Loeveleg remarks that "a hundred years hence, leaving China out of the question, there will be two colossal powers in the world, beside which Germany, England, France and Italy will be as pigmies—the United States and Russia." A contemporary follows this up by saying: "If the estimate which General Meigs makes of the population of the United States in 1940 is correct, the United States will be indeed a colossal power. It will then have a population of more than 1,200,000,000. The present population of Germany is hardly so much as 50,000,000. But it is to be hoped that by that time peace will prevail throughout the world, and that all the nations will have beaten their swords into plowshares and their spears into pruning hooks." The idea seems to be that Russia, with half Europe, will gobble half of Asia, and the United States will take all of North America—on the one side the triumph of despotism and on the other the triumph of democracy. Russia, under its present form of government, will not exist a hundred years nor the half of it; and when the United States is animated by territorial ambitions and crushes out all weaker nationalities to gratify it, her decline and fall will be written.

BISHOP HUNTINGTON, of New York, recently delivered an address on the "Emancipation of Labor. The Bishop has been a prominent actor in what is called the "Five Points Mission," of the City of New York for years an ulcer in the very heart of the metropolis. It never was a place of rest for workmen and women, but of filth, slime, the dregs, the putrefactions of New York society. To cleanse "Five Points" was never a work in the direction of the "emancipation of labor." The Bishop reported as "defining generally those people of the laboring classes who may be considered as suffering under the yoke. They were the poor. In speaking and thinking of the poor the Bishop said we were too soon to consider them as separated from us; it was too broad a line. Our habit of thought was to place them below us as something apart from us—worthy perhaps, but, generally speaking, of an inferior grade altogether. If this were true then we would be justified in our position. It would be proper for us to do all we could for their well-being—to improve them as we would horses or dogs, bringing out better strains in the breed, and that sort of thing. But this was not the case. The Roman slave who, on the sand-floor of the arena, cried out that he was man and that nothing human was foreign to him, was indorsed by a burst of applause from the Roman people, who, darkened, they were by their heathen religion, yet

saw the force of the sentiment. That sentiment was a flash which had grown into a steady flame through the incarnation of Christ. That incarnation made us all brothers and sisters, and every human being, degraded or poor as he might be, was our brother."

This is all very pretty, well enough in its way, and may have been, for aught we know or care, the right thing to say to "a large audience at the Epiphany church." But "Five Points" is not the right place to go to form any rational conceptions of the working people. As soon go to Sing Sing. The church is everlastingly mixing sin and crime and shame with the subject of labor. The church builds its palatial sanctuaries, frescoes the ceilings, lays down the richest carpets, upholsters pew and pulpit in gorgeous style, hires a big salaried preacher, sells the seats at higher figures than those of an opera house and then from time to time utters soft platitudes about the "incarnation of Christ." That is well enough, but the church has been preaching it for about nineteen centuries and little good has come of it to labor. What is wanted is for workmen to organize and then federate—and then demand their rights and wrest them from the grasp of men who combine to withhold them. If this is not done, the centuries of the future, like the centuries of the past, will find workmen begging for the privilege of living.

It will be of great interest and a matter of important information to the readers of this *Magazine* to know that the removal of the Westinghouse Air Brake Company from Allegheny City to Wilmerding, Pa., is now completed. The shops in Allegheny City are now occupied by the Fuel Gas and Manufacturing Company, another Westinghouse concern. A few days ago the last complement of Air Brake workmen left for the new shops in Wilmerding.

The General Offices have also been located near the new works, while the Company's city office is located in the Westinghouse Building, corner of Ninth street and Penn avenue, Pittsburgh, Pa. This building is the property of the Westinghouse Air Brake Company.

The new works at Wilmerding are now in full operation, and, owing to the increased facilities, the output of the Company is now much larger than formerly.

A CONTEMPORARY asks, "Shall immigration be restricted?" and advocates such restriction upon the ground that "one of the New York Commissioners of Immigration charges that the European governments are systematically unloading paupers and criminals in this country." It is further stated that immigration has fallen off during

the current year fully 100,000, as compared with 1888. Manifestly, Congress should pass stringent laws relating to paupers and criminals, and immigrants who come to our shores on contracts to engage in work at European or Asiatic prices. Such laws are already in existence, but are in numerous cases evaded. So far, the penalties have fallen upon the unfortunates who are shipped by European governments, or are induced to come by American citizens who are known to be the enemies of American workmen. It is held, and justly, too, that this business works hardships to American workmen, because it multiplies their numbers and reduces wages, and is, therefore, a form of robbery and a crime. By reducing wages poverty is increased, and the ills that follow in its train multiplied, but the laws, as they stand, permit the real culprit to go free, while the deluded victims are made to suffer and American workmen are degraded. What is wanted are laws which will punish the rascals who are engaged, directly or indirectly, in bringing laborers to the United States. In the matter of paupers and criminals, captains of vessels should be more responsible. Let the laws pronounce it a felony, and send the captains when convicted to prison. This done, we would hear no more of the arrival of paupers and criminals. The work of investigation would begin and end at the foreign port. In the case of the contract system, let the laws provide that the man, no matter how high his position, or how extensive the industry he controls, shall be deemed a felon and punished by imprisonment, and this done, the American enemy of workmen will desist from his nefarious schemes. They are the real criminals, the implacable enemies of the American workman, but they are permitted to practice their schemes of robbery and demoralization without suffering inconvenience.

THE *New York Railroad Men*, a sort of a pious publication of cracker and cheese Christianity, writes of the recent strike on the New York Central as a "deplorable event," and says:

The question involved in the recent strike was simply whether the officers of a railroad company should employ and discharge men according to their own best judgment, without submitting their action to any outside organization for review.

The Czar of Russia has the power and can discharge men and subject them to the pangs of starvation; he can exile them to a Siberian mine, or he can murder them, just as his Imperial Highness may elect, without "submitting" to any outside person, prince or potentate, for review his action. His subjects have no rights which he is under any obligations to consider, and

the *Railroad Men*, which is a flea in the hair of the Central's dog, claims the same autocratic power for Webb, the rich young autocrat, who has no more regard for an employé than he has for a railroad tie, frog or spike.

PRESIDENT GOMPERS, of the American Federation of Labor, says:

The hiring of thugs, loafers, drunkards and assassins by private corporations and empowering them to shoot down innocent men, women and children, is not only contrary to the law, but to the spirit and genius of the institutions of the State in which we live, and requires the severest censure and most withering scorn of our fellow-men.

Poor's Manual says there are 161,396 miles of railroads in the United States. On January 31, 1889, these roads had 31,062 locomotive engines, 23,464 passenger cars and 7,184 mail, baggage and express cars. There were 1,060,164 freight cars, a total of 1,090,813 cars. The passenger cars can seat at least 1,500,000 passengers, and the freight car capacity exceeds 21,000,000 tons. A pretty good showing for the railroad business of the country.

MESSEURS. DEPEW AND ARTHUR, it is said, contemplate reviving the Order of the "Golden Spurs," which was created A. D. 1559. Mr. Arthur is reported as preferring the creation of a new Order to be called "The Knights of the Golden Throttle," but Depew objected. He thought "Golden Spurs" preferable, as it indicated that the members of the Order were all mounted and were all drivers. He said that the "spur" was a symbol of authority quite as much as a scepter, and vastly more efficient. He thought that the seceders of the O. R. C. would get up an Order of "The Knights of the Golden Punch," and that with punch and spur, things in due time, would be hunk-a-dora.

MR. WEBB.

A New York letter to the *Philadelphia Enquirer*, paints Mr. Webb, of the New York Central, as follows:

Mr. Webb is a handsome young gentleman, who in his brief career has successively been a classical scholar, a chemist, an engineer, lawyer, broker, banker, man of leisure, bank director and Vice President of a railroad. He was born with a silver spoon in his mouth, and through the judicious marriages of the members of his family has managed to pass his life almost exclusively in the society of millionaires. Despite his wealth and position he is noted for his absence of generosity and utter apathy to all people who are not born under the same pecuniary star as himself. To say that he is not in sympathy is to say nothing. He has no conception of the wants, desires and tendencies of the working people, and no more feeling for them than for the ties and rails of his tracks.

Manifestly, the writer painted Mr. Webb to life. It is not required to add another tint. He is Vanderbilt's deputy and a sort of a private secretary to Chauncey M. Depew. When such creatures rule, God help the workingman!

"LET US WELCOME OUR COMPANY HOME."

Headlines of an editorial in daily paper on the day of the return of a militia company from the scene of a late strike.

Let us welcome our warriors home.

They are coming all crowned from the fray
Like a thoroughbred flecked with the foam
Which he blows from his nostrils away.

To a quickstep how gaily they tread,
As it rolls from a soul-stirring drum:
Oh! they conquered slaves struggling for bread—
Let us welcome our warriors home.

For the very brief space of a week

The undaunted lads went to the wars.

To protect every ulcerous freak,

That was coupling and switching the car.

They're returning all laureled and crowned

Like the conquering heroes of old:

And the streets with their praises resound

Half their valor can never be told.

Pray, what right has a toiler to strike,

Or suppose he's created a man?

He's presumptuous to think of the like.

Let him carry his chains while he can.

For if ever he tries to escape

From the shackles in which he is bound.

We can riddle his carcass with grape,

From the guns of our heroes around.

With the Pinkerton thugs and the guards

And the treasure which lies in the vault—

All the strikers are sure of rewards,

In the shape of ferocious assaults:

And the law and the question of right

For the moment are equally lost:

They are crushed by the moloch of might

Stalking onward regardless of cost.

To "our citizen soldiers" my song

Is inscribed with a poisonous will:

They're the boys who marched gaily along.

The "disorderly rabble" to kill;

Never pausing a stride to reflect

On the wrongs the poor devils may feel.

Who for once in their lives stood erect.

Asking justice and getting the steel.

I remember a few years ago

When the "higos" were ordered to march

To encounter a resolute foe,

All their limbs were deficient of starch.

They slunk off to the land of the queen

From a terror of Southern braves.

But their courage ferocious is seen

When they level their muskets at slaves.

Shandy Magazine.

America: Bride—Are there many tunnels on this railroad, Charles, dear?

Bridegroom—Quite a number, dearest. I select it on purpose. If I remember rightly we are coming to one in a few moments.

Brakeman (entering)—Select your partners for this tunnel, please.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the fifteenth day of each month

AWAKE! AWAKE! AND GIRD THYSELF.

Would that I had some power to make
The whole world hear and some awake
From their calm lethargic slumber;
To realize at last their strength,
And tell Monopoly, at length.
Your days are short in number.

Awake! Arise! cast off for aye
That shameful, careless apathy.
The morning's light is breaking,
Know this each man, in whom the breath
Of life is: that from social death,
Earth's toilers are awaking.

Woe unto those, the gospel saith,
Who cry peace, peace, when naught but death
And dire oppression reigneth;
When men with faults like ours can sit
And squeeze from us, if they see fit.
What little joy remaineth.

Work not by tyranny or crime,
But gently striving, all the time.
To join men's hearts together;
That each may feel he has a part
To take, and try with earnest heart,
To loosen labor's tether.

Now just one word to that fire-boy,
Who joined the Lodge to get a toy
To pin upon his vest,
When he attends won't speak his mind,
But slides his chair a mile behind
And whispers to the rest.

Don't, if you prize your manhood's name,
While others take all praise or blame
Remain a silent brother.
Don't you be bashful, let it out.
In a short time you'll speak, no doubt,
As well as any other.

Think! Think! with all your soul and brain
On labor's problems and you'll gain
Ideas well worth the trouble.
Choose for yourself, for right or wrong,
Stand firm and don't be drawn along,
With each dissentient bubble.

W. F. S.

MONTREAL, CAN.

WATERTOWN, N. Y., Sept. 7, 1890.

Editor *Locomotive Firemen's Magazine*:

I know you have no room in our *Magazine* for nonsense, but I do want to let the boys know the kind of a boom 212 is taking in the first act. Bro. Snodgrass is proud of his bouncing boy and Bro. Bockus just as stuck up about his big boy and Bro. Nichols puts them in the shade with his beautiful twins. Bro. Dyllin just got married and is happy. Bros. Ames and Walker are building a boat and going to sail out on the matrimonial sea. Bro. Graham thinks he'll go wid' 'em and I ask some one to blow brakes on 212 before the members will all be gone, except myself and Bro. Cartwright, and we are a small body to attend all their funerals. But think of it! I am going to smoke free cigars for four months. If you can find room in our book for this danger signal and it does no good then my name is

Indigo.

AUGUSTA, GA., September 1, 1890.

Mr. EDITOR:—Death has visited our Lodge again and taken away another one of our beloved brothers. First it carried away Bro. Ferber, next Bro. Harrold, and this time our worthy Master William B. Haws. He was a member of the Methodist church, and died trusting in the promises of the Saviour. His example was one that any of us could follow and feel safe. He was also a member of the Young Men's Christian Association, and a faithful worker. His examples and faithful talk have caused many young men to see their folly and turn to Christ, and every one is a star in his crown. Dear friends, it is sad to part with such a one but God knows best and let us all try to meet him in heaven, not only him but all of our friends, for we all have friends and kindred there, and we can never see them unless we prepare to meet the Lord with a clear conscience. Brothers, you all know what a dangerous position we fill and maybe to-morrow your time next. We don't know, so let us *all* try and be ready when we are called to go to meet the Lord with a clear conscience and be saved, as our brother of whom I write was. It is the only consolation I have to know or believe he is at rest with Jesus. Brothers, this man was sent to my rescue, he was the cause of my being saved, and I do thank God to-night as I write this letter for sending him and saving me by his influence and the help of the Lord. It is one of the greatest consolations man has to realize the true love and grace of the Lord, in his heart. I only wish I could write a letter as I feel on the subject of a christian, but I am unable to do it. I hope this may prove beneficial to some prodigal son in the way of reminding him of death and where he will spend his eternity.

Call not back dear departed,

Anchored safe where storms are o'er,
On the border land we left him
Soon to meet and part no more.

Far beyond the world of change.

Far beyond the world of care,
We shall find our missing friends
In our Father's mansion fair.

A Friend.

WHITEHALL, N. Y., Sept. 1, 1890.

Editor *Locomotive Firemen's Magazine*:

Saratoga Lodge, No. 209, is still alive and on deck. Of our present membership of forty-three, there are eighteen on the right side. Among the recent promotions are Brothers Bradshaw, Herbage, Boyd and Reardon, who are giving good satisfaction. Brothers Lacrosse and Doreal are at present engaged in business other than railroading. Brothers McCoy and Hendrickson have joined the benedictians. We all wish them a long life of happiness. It is rumored there are more soon to follow. Brothers Holloway, Herbage, Collins and Ashton have each and all been passing around the cigars of late; upon investigating the cause, it was found that each was the happy father of a new arrival at their houses.

We have recently had three initiations, and there are more to follow, as there are several who have taken applications.

Business has been very heavy here for six months or more, until quite recently, when it became quite slack. Still the boys do not complain, they worked so hard during the rush that a slack time agrees with all.

We are in favor of federation as it now exists, and hope to see it maintained. Also, we want to keep the name of the Order as it now is; all of our brothers on the right side, and some of them are running their fourth year, say the old name is good enough for them.

Brothers Combs and Doreal have the sympathy of all in the loss of their little daughters.

Brother Stafford, our Master, and Brother Bert had to jump from their engine to avoid going into a landslide or washout, about twenty feet in depth, on August 27th, between Crown Point and Port Henry, into which the engine and seven cars were piled together. Brother Bert escaped with a slight shaking up, but Brother Stafford was not so fortunate, both his feet being badly sprained and ankles dislo-

cated. He is confined to his room, but comfortable and doing well, and the boys all hope to see him in his usual place soon. Three wrecking crews from different points on the line have been at work ever since, and have only got the engine about half way out of the pit into which it went. Travel was resumed after about forty-eight hours delay by crossing the slide-out on a temporary trestle.

The D. & H. C. Co. last year built a fifteen-stall round-house here, and are now erecting a shop building larger than the old one, which will soon be torn down to make yard room, as it stands in the middle of the freight yard. They have placed several new 19x26-engines on the road during the past year. They are from the Dickson Manufacturing Co.'s work: a few are passenger engines, but mostly Mogul freight engines.

Nearly all the firemen join our Order here as soon as they have fired the required length of time. We expect to be in our new Lodge room soon, which is far nicer than our old one. There is more interest taken in our meetings since Brother Sargent's visit to us a year ago than at any previous time since I have belonged to the Order. Would like to see him and all the Grand Officers here at any time. I believe a visit from them works a vast amount of good to any Lodge. We are all proud of our *Magazine*; everybody who reads it says it is best of the Railroad Brotherhoods' magazines.

A visiting Brother is always welcome here; to bring your credentials is all that is necessary.

Yours in P. C. S. & L.,

Red Man.

Protective Fund Dues

The attention of members is called to the notice which appears elsewhere in reference to Protective Fund Dues. The present quarter (ending October 31st) is the last quarter for which Protective Fund Dues will be collected until otherwise ordered by the Grand Lodge, of which due notice will be given. Collectors will make no collection for Protective Fund Dues for the quarter beginning November 1st, as section 215, covering the matter, was suspended by the late convention held at San Francisco.

Report of Convention Proceedings.

We are unable to report the proceedings of the late Convention at San Francisco in this issue of the *Magazine* on account of our delay in reaching home, but we will give our readers a full report of the Convention in our next issue.

The attention of our readers is called to the advertisement of Messrs. J. P. Walthier & Co., Chicago, which appears elsewhere in these columns. Messrs. Walthier & Co. come to us highly recommended as business men of strict integrity and we commend them as such to the readers of the *Magazine*.

Acknowledgments.

TAMAQUA, PA., September 2, 1890.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I hereby acknowledge the receipt of a draft for fifteen hundred dollars, (\$1,500), the amount of insurance due me on the death of my husband, William J. Dintinger. I desire to return my sincere thanks to the Brotherhood for the money and I also wish to express my appreciation of the kindness and attention shown my beloved husband, and the respect shown him after death. Words fail to express the gratitude I feel toward your noble order. I also tender my heartfelt thanks to the members and officers of the Anthracite Lodge.

With best wishes for the prosperity of the Brotherhood, I remain

Your sincere friend,

Mrs. Emma C. Dintinger.

ORILLIA, ONT., September 2, 1890.

To the Officers and Members of J. Scott Lodge, No. 156, B. of L. F.:

GENTLEMEN:—I simply wish to express my gratitude to you for the draft for (\$1,500) fifteen hundred dollars, in full payment of the policy held by my late husband, John Jefferies, in your Order. My sincere wish is that prosperity may ever attend you and that the richest blessings of an all-wise Providence be liberally bestowed upon you and all that uphold such a noble cause.

Yours very truly,

Kate Jefferies.

PHILADELPHIA, PA., Sept. 27, 1890

Messrs. John A. Boehm and Chas. H. Maul:

GENTLEMEN:—Please convey my thanks to the members of Fairmount Lodge, No. 333, for the prompt payment of the insurance due me on account of the death of my husband, Charles G. Appar, and also for the kindly feeling manifested during his sickness. May your Lodge prosper and continue in the good work for which it was instituted and Heaven's blessing fall on the members is the wish of

Mrs. Josephine Quick Appa

Addresses Wanted.

FRANK MURRAY—Was employed on the A. T. & S. F. as fireman in June, 1888, and located at Chicago. Anyone knowing his whereabouts will please correspond with H. T. and L. Helm, 69 Calumet Building, 189 La Salle street, Chicago, Ill.

JAMES COLLINS—Was employed on the A. T. & S. F. as switchman in June 1888, and located at Chicago. Was at one time employed on the C. B. & Q. Anyone knowing his whereabouts will please correspond with H. T. and L. Helm, 69 Calumet Building, 189 La Salle St. Chicago, Ill.

WELCOME.

[Fraternally dedicated to the A. F. of L.]

You are welcome, brawny toilers.

From work shops, forge and mill

Of this land of thew and science,

Endeavor, thought and skill,

No vandals you of vicious mind

To ravage or deface

But heroes, who would dare uplift

And elevate our race.

With counsel wise and words of peace

This pilgrimage you make.

To fan anew the fires of hope.

And discord's rampart shake.

From factory floor to dingy loft,

Where brain or muscle ply,

A hundred thousand welcomes ring,

O'er discontent and sigh.

From bench to bench and shop to shop

Swift flashes the refrain.

And weary fingers pause the while

'Midst bustle, cramp and pain.

A flush pervades the maiden's cheek

Grown pale from meagre bread.

And from her heart, o'er-worked, subdued,

The chorus speeds ahead.

Aye, twice a million welcomes fall

In showers, the anvil 'round.

And thrice a million shuttles swell

The cry at every bound.

Axe, hammer, trowel, pen, type and spade

Their greetings, too, extend,

To labor's truest, noblest friends

Who sense and justice blend.

Edward O'Donnell

IN France, Austria, Russia, Sweden and other European countries the railways either belong directly to the government or are under such a system of State control that they are practically being absorbed by the government and wherever the system of government ownership and operation have been adopted they have proven successful.

LARGE THINGS.

The largest suspension bridge in the world is the one between Brooklyn and New York. The length of the main span is 1,395 feet 6 inches. The entire length of the bridge is 5,989 feet.

Fortress Monroe is the largest single fortification in the world. It has already cost the American Government over \$3,000,000. The water-battery is considered one of the finest military works in the world.

The loftiest active volcano is Popocatepetl (Smoking Mountain), thirty-five miles Southwest of Puebla, Mexico. It is 17,784 feet above the sea level, and has a crater three miles in circumference and 1,000 feet deep.

The largest university is that of Oxford, England. It consists of twenty-five colleges and five halls.

The most extensive park is Deer Park, in the environs of Copenhagen, Denmark. The enclosure contains 4,200 acres, and is divided by a small river. The largest pleasure-ground in America is Fairmount Park, Philadelphia, which contains 3,740 acres.

The largest body of fresh water on the globe is Lake Superior. It is 400 miles long, 160 miles wide at its greatest breadth, and has an area of 32,000 square miles. Its mean depth is said to be 200 feet, and its greatest depth about 900 fathoms. Its surface is 635 feet above the sea.

The largest tunnel in the world is that of St. Gothard, on the line of railroad between Lucerne and Milan. The summit of the tunnel is 990 feet beneath the surface at Audermatt, and 6,600 feet beneath the peak of Kastelhorn, of the St. Gothard group.

The most extensive cavern is the Mammoth Cave, in Edmonson county, Kentucky. It is near Green River, six miles from Cave City, and twenty-eight miles from Bowling Green.

The largest trees are the mammoth trees of California. One of a grove in Tulare county, according to measurement made by members of the State Geological Survey, was shown to be 276 feet high, 105 feet in circumference at the base, and 76 feet at a point 12 feet above the ground. Some of the trees are 376 feet high and 34 feet in diameter. Some of the largest that have been felled indicate an age from 2,000 to 2,500 years.

The largest inland sea is the Caspian, lying between Europe and Asia. Its greatest length is 760 miles, its greatest breadth 270 miles, and its area 18,000 square miles.

The largest empire in the world is that of Great Britain, comprising 8,557,658 square miles (more than a sixth part of the land of the globe), and embracing under its rule nearly a sixth part of the population of the world. In territorial extent, the United States ranks third, containing 3,580,242 square miles, including Alaska: in population it ranks fourth, with its 60,000,000 people. Russia ranks second, 8,352,940 square miles.

The highest monolith is the obelisk at Karnak, Egypt. Karnak is on the east side of the Nile, near Luxor, and occupies a part of the side of ancient Thebes. Its whole length is 122 feet; its weight 400 tons. Its height, without pedestal is 180 feet 10 inches.

The Chinese wall is the largest wall in the world.

It was built by the first Emperor of the Tain dynasty, about 220 B. C., as a protection against Tartars. Its length is 1,250 miles. Including a parapet of five feet, the total height of the wall is twenty feet; thickness at the base twenty-five feet, and at the top fifteen feet. Towers or bastions occur at intervals of about 100 yards.

The largest library is the Bibliotheque National in Paris, founded by Louis XIV. It contains 1,400,000 volumes, 300,000 pamphlets, 175,000 manuscripts, 300,000 maps and charts, 150,000 coins and medals. The collection of engravings exceeds 1,300,000, contained in some 10,000 volumes.

The largest bell in the world is the great bell of Moscow, at the foot of the Kremlin. Its circumference at the bottom is nearly sixty-eight feet, and its height twenty-one feet. In its stoutest part it is twenty-three inches thick, and its weight has been computed to be 443,772 pounds.

The largest cathedral in the world is St. Peter's, in Rome.

A MOUNTAIN ELECTRIC RAILWAY.

One of the most interesting achievements in modern engineering is the electric mountain railway, recently opened to the public at Burgenstock, near Lucerne, Switzerland. The rails describe one grand curve formed upon an angle of 112 degrees, and the system is such that the journey is made as steadily and smoothly as upon any of the straight funicular lines. The Burgenstock is almost perpendicular; from the shore of Lake Lucerne it is 1,330 feet, and is 2,800 feet above the level of the sea. The total length of the line is 938 meters, and it commences with a gradient of 32 per cent. which is increased to 58 per cent. after the first 400 meters, this being maintained for the rest of the journey. A single pair of rails is used throughout, and the motive power, electricity, is generated by two dynamos, each of 25 horse-power, which are worked by a water wheel of nominally 125 horse-power, erected upon the river Aar, at its mouth at Buochs, three miles away, the electric current being conducted by means of insulated copper wires. The loss in transmission is estimated at 25 per cent.

HE DIDN'T PRONOUNCE IT THAT WAY.

New York News: An old fellow from the country, who has plenty of money invested some of it in an uptown hotel of the family sort, was approached on the first day of opening it by a natty young man with a debonaire smile. "Have you any rooms en suite?" he asked.

"Any what?" inquired the new landlord.

"Rooms en suite."

"See here, young man, how many of them are you?" asked the granger.

"Just me and Mamie—I mean my wife. We— we haven't been married long. She sent me around to see if you had any suites."

"Well, you go home and tell her to come right along. We've got plenty of rooms, and when you and she are in them they'll be too sweet for anything. If we haven't got rooms in sweets we'll have sweets in rooms. Come again, young feller."

OFT IN THE STILLY NIGHT.

Oft in the stilly night,
 Ere slumber's chain has bound me,
 Fond memory brings the light
 Of other days around me.
 The smiles, the tears, of boyhood's years,
 The words of love then spoken,
 The eyes that shone now dimmed and gone,
 The cheerful hearts now broken!

When I remember all
 The friends so linked together
 I've seen around me fall,
 Like leaves in winter weather,
 I feel like one who treads alone
 Some banquet hall deserted,
 Whose lights are fled, whose garlands dead,
 And all but he departed!

CHORUS:

Thus, in the stilly night,
 Ere slumber's chain has bound me,
 Sad memory brings the light
 Of other days around me.

Thomas Moore.

THE FUTURE OF RAILROADS.

Chicago Herald: Railway tracks were first placed on the surface of the ground because it was convenient to do so. Hauling cars by steam power was then an experiment, and it was not thought best to risk much money in making it. Even then it was acknowledged that there were great objections to running trains of cars at a high rate of speed on the surface of the ground. Stephenson thought that the tracks would be likely to become covered with snow, and that trains would make it dangerous for pedestrians and persons riding in vehicles of all kinds. He also anticipated danger from placing obstructions on tracks. He did not, however, anticipate all the objections to placing railway tracks on the surface of the ground. He did not calculate for the great increase of travel as countries became more populous, did not estimate the growing value of land, and probably did not think that trains would ever be run through cities of the size of Chicago.

We now see there is not room enough on the surface of the ground for the use of steam cars, carriages and pedestrians. If they all attempt to use it some of them will be delayed and all of them will be endangered. We see this in Chicago every hour. With all the precautions taken one person on an average is killed by steam cars at railway crossings every day in the year. A century of time is also lost in waiting for trains to pass. The faster the trains move the slower must teams and foot passengers go.

But there is not room enough on the ground's surface in and near large cities for steam cars, horse cars, heavy wagons, pleasure carriages, horsemen, cyclists, baby wagons and pedestrians to move on. We need thoroughfares two or three stories high quite as much as we require lofty buildings. Comfort and safety cannot be secured for all of them. Some of them will necessarily get in the way of others. There will be collisions resulting in the loss of property, life and limb.

The first railway trains were composed of both freight and passenger cars, but it was soon found necessary to make up trains composed exclusively of cars that carried human beings, live animals and merchandise. The mixed train, except on small

roads, is a thing of the past. A track on which both freight and passenger trains run will soon be a thing of the past. People are now living who will eat their supper in Chicago and take their breakfast in New York. They will not make the trip in a balloon, but by rail. The road, however, will be several feet above the surface of the earth. It will never be covered by water or blockaded by snow. The trains can run on this elevated road at the rate of a hundred miles per hour. The trains will not be required to stop, as they do now, at crossings. There will be no dust in the cars. The road-bed will not be washed away by rains. The steam whistle will not be blown to scare cattle off the track.

A COBRA JEWEL.

Kansas City Times: Last October there appeared in the Jewelers' Weekly a description of a wonderful jewel owned by a gentleman of Bombay, India. The stone is claimed by the owner to have come from the head of a cobra, the presence of the jewel proving the cobra to have been over 500 years of age. The jewel was held at the fabulous price of 100,000 rupees or \$50,000. The article in the Jewelers' Weekly was noticed by Mr. J. J. Speck, a diamond setter at the S. D. Mills jewelry establishment, and through curiosity he wrote to Cooverjee Shapoorjee, of Tarapur, its reputed owner. Mr. Speck wrote on a letter head of the S. D. Mills Jewelry Company and in answering the Indian gentleman addressed the letter to that company. It confirms as far as those interested can confirm, the existence of such a stone.

It seems that Cooverjee Shapoorjee does not own the jewel himself, but is interested in it, it being owned by his brother-in-law, Franyi Datablail. Mr. Datablail asserts that the stone spoken of is really in his possession, and had been taken from the head of a black cobra twice the length of an ordinary cobra and large in proportion, with a broad head, and having the "Marathi" figure 10 on the left throat. He then goes on to say that the Indian philosophers assert that such a stone called "Shaish Munnee" or "Mohora," in a cobra's head can only be found when he is more than 500 years old. He describes the stone as being about six annas silver coin weight thick on one side, and having a figure 10 in red and the rest a light brown. The stone has been in his possession forty-one years, and he ascribes to it the same qualities that are claimed for ordinary talisman stones. He says it is also a lucky stone, bringing happiness and fortune to the owner. Inside the jewel, he says, is the image of a beautiful male child on whose head is a hood like that of a cobra. A small tongue seems ever moving from beneath the hood. He claims for the jewel many miraculous qualities, which can only be brought out by a chemist or philosopher.

The writer seems to have little doubt about Mr. Speck's willingness and ability to buy the jewel and says he will wait for a telegram. It seems not have occurred to him either that the average man can might doubt the snake story and suggest that Mr. Speck's "trustworthy agent in Bombay" immediately enter into negotiations with Cooverjee Shapoorjee and agent at Tarapur.

A DRAPED ENGINE.

The somber streamers floating from the engine as it passes,
Festoon and fold that drape and swathe her brightly
polished brasses:
Rosette and band of black and white, concealing
gold and red,
Convey along the line the news, "An engineer is
dead."

Perchance some woman, overworn with grief, and
weeping,
Has left her heart within the grave where he, for aye,
is sleeping:
Perhaps some little orphaned child is sadly wonder-
ing why
The "dear papa" so long is gone—and why mamma
should cry.

What matter though I knew him not? Is he the less
my brother?
Or can a heart that bleeds for one be hardened
toward another?
Or may not we in verity, the old commandment
keep—
"Rejoice with them that do rejoice, and weep with
them that weep?"

Whether within a peaceful home, or at his post of
danger,
This engineer saluted death—I do not know; a
stranger
He was to me; yet tears will spring—I cannot keep
them back;
I am conquered by the pathos of the engine draped
in black.

—*Hartford Times.*

RAILROAD MEN AND THEIR INTERESTS.

One of the most extensive and important organiza-
tions in England is now in full working order. It is
called the General Railway Workers' Union, and is
absorbing the various local and other societies all
over the country. The three chief planks are:

1. Shorter hours. 2. Higher wages. 3. Removal
of grievances and improvement of conditions.

That shorter hours are in many cases of para-
mount necessity, is evident to all familiar with the
unnecessarily long hours often worked on the rail-
ways. The Parliamentary returns show that in one
month there were 252,209 cases of men being em-
ployed for 13 hours; 160,123 for 14 hours; 110,190 for 15
hours; 57,835 for 16 hours; 27,066 for 17 hours, and 25,-
325 for 18 hours and upwards.

The scale of wages, especially among the lower-
class men, is abominably small. It is impossible for
the men to keep themselves and families in ordinary
decency and comfort. The unions are carefully col-
lecting statistics respecting hours and wages, and
will make a determined effort to alter the present
abuse. In common with all corporations, many of
the under officials and foremen are tyrannical and
brutal in their conduct to others. They are cringing
toadies to their masters and cruel oppressors to those
who are under them. They often get increased work
out of the men in order to receive promotion or ex-
tra remuneration themselves. The officers of the
union are on the alert, and will expose any one
guilty of this petty behavior.

Last year \$55,000,000 were earned by the compa-
nies in England. The wages paid to the men who
earned this enormous sum was less than one third of
the total amount. The consequence of this unjust
and unfair distribution is that the majority, with
their long hours, and scant wages, are unable to en-
joy any rational leisure, and the higher enjoyments

of life are only accessible to the wealthy few who de-
rive their cultivation and pleasure from the sweat of
the masses. The ignorance and apathy which has
continued this one-sided system is gradually giving
way to a more intelligent view of manly require-
ments. The people are aware of the advantages of
education and mental culture, and will insist upon
receiving their proper share of the blessings of this
life. It is a curious anomaly that while the workers
of the old countries are trying to free themselves
from the slavish bonds which have shackled them for
many centuries, that the great capitalists in the
New World are introducing these very evils, and
grinding down their workmen to the lowest degree.
Their exactions are, however, recoiling upon them-
selves. The great labor organizations have begun
the struggle, and their concentrated efforts will
surely win.

THE NORTHERN LINE OF UNCLE SAM'S FARM.

Do any of our young people ever query how the
dividing line between the United States and the
Dominion of Canada is marked? writes M. Louise
Ford in the *Wide Awake*, and how travelers in those
wild regions northwest of the Great Lakes can tell
when they step from the domains of Uncle Sam into
those of Queen Victoria?

For many years the question of boundary between
the United States and the possessions of Great Brit-
ain was discussed, and at last, at the Convention of
London, held in 1818, the forty-ninth parallel of
north latitude was decided upon. A parallel of lati-
tude, however, being an imaginary line, is a very
poor guide to a traveler, so the next thing to do was
to mark that line so that all who pass that way
should know where it was located. Accordingly,
the country in that vicinity was surveyed, and mon-
uments were set up at even mile intervals, the Brit-
ish placing one between every two of ours. These
extend from the Lake of the Woods to the Rocky
Mountains.

Where the line enters forests the timber is cut
down, and the ground cleared a rod wide; where it
crosses small lakes stone cairns have been built,
sometimes being eighteen feet under water and
eight above; in other places earth mounds seven by
fourteen feet have been built.

The most of these monuments, which number
three hundred and eighty-eight in all, are of iron.
It was found that the most solid wooden posts were
not proof against the ravages of the Indians, prairie
fires and the weather, so that nothing but iron
would do.

These pillars are hollow iron castings fitted over
solid cedar posts and well bolted through and are
sunk four feet in the ground.

They are eight feet high, eight inches square at
base and four at top, and upon opposite sides facing
north and south are the inscriptions cast in letters
two inches high: "Convention of London" and
"October 20, 1818."

The pillars weigh two hundred and eighty-five
pounds each and were made at Detroit, Michigan.
So you see Uncle Sam's borderline is very distinctly
marked all the way from the lakes to the summit of
the Rocky Mountains.

TOUT LA LYRE.

With all trials thou hast tried me—
 Oh, my God,
 I have known not where to hide me
 From the rod!
 I have sinned not, yet my guerdon
 Is sharp pain;
 I am with my daily burden
 All but slain.
 Disappointments, fiery lashes,
 Smile me sore,
 And my honors seem but ashes
 At the core.
 I have plowed in bitter weather—
 Sown in tears,
 And have seen my worst foe gather
 All the ears.
 With my fame have Malice, Frenzy,
 Had their way.
 Like the lean-ribbed tigress, when she
 Rendeth her prey,
 I have dreamed so much! My reason
 Turns to doubt;
 Jealousy has with its treason
 Found me out.
 I have searched, pale-faced, forsaken,
 Heaven's dome,
 While my dead were being taken
 From my home.
 Do such sorrows make me curse thee,
 Woes like these?
 Nay, oh, God, I laud thy mercy
 On my knees;
 For my heart, however riven,
 Seared with pain,
 Has ne'er loved, and not been given
 Love again!

George Horton.

A GEORGIA EDITOR RISES TO THE OCCASION.

Thomasville, (Ga.), *Enterprise*: "I pronounce you man and wife," said Judge Mitchell in his office Wednesday morning to Miss Sallie Stephens and Dottie Myrick, a couple who had stepped into the Judge's office to be made one. And they walked down stairs, up the street and out into the broad and glorious country, where the birds were singing, the golden harvest being gathered, and the little rills singing on their way to the sea; where the sky was blue and the air pure; where the wild flowers were blooming; where the gentle breezes were whispering through the pines; where the aroma of new mown hay permeated the surroundings; where the song of the reaper was heard; where the grazing herds were seen; where the sunlight danced through the overhanging boughs; where the green grass—nature's carpet—was spread out; where field and forest and hill and dale alternated; where the husbandman tilled his field; where flower-bordered paths meandered through wooded lawns and where Dame Nature opened wide her arms to receive her children. Happy rural couple! Happier they than many who go from Hymen's altar to gilded halls, where wealth glitters and fashion sways; happier they than many who start on the untried journey of matrimony from flower-bedecked chancels; happier they, in their rural simplicity, than many bridal couples who tread on Brussels carpets; happier they, in their rustic country home, than many who dwell in stately mansions. Their wants are few and simple. A glittering diamond would have no especial attraction for the bride, and the groom cares not for a swallow-tailed coat. They are satisfied with their lot, and in this lies the secret of their happiness. Better 'tis 'tis so.

FROM NEW YORK TO PATAGONIA.

Frank Leslie's: The purpose of the recently incorporated Colombia Railway & Navigation Company at Richmond, Va., is said to be to construct a railroad from some point near the mouth of the Magdalena river in the United States of Colombia, southwardly along the eastern flank of the Andes and the head waters of the Amazon, to connect with the Peruvian and Argentinian system of railroads, now in operation or in process of construction. Connection from New Orleans will be made with the new railroad by steamships running to the mouth of the Magdalena river.

It is only surprising that some such enterprise has not been carried out long ago. While foreign nations have been subsidizing their steamship lines to the South American states, this government has permitted its competitors to secure annually millions of trade lying almost at our feet. Railroads should connect the systems in the United States directly with the systems of all the South American states. Their construction could be aided by our own government as well as by the South American republics. Routes are feasible, engineering difficulties can be readily overcome, and such a network of iron rails would inevitably lead to an enormous expansion of our trade relations with Central and South American countries.

It would be interesting to ascertain what the construction of railroads into Mexico has done for the commerce of the United States. It seems almost impossible to obtain accurate statistics of trade with Mexico, as there is a decided difference in the figures given by the official reports of each country, but there can be no doubt that the building of Mexico's railroad systems, and their extension across the border, have lent a wonderful impetus to the business of that land of past civilizations.

The American who lives to see the incoming of the next century, now only ten years distant, will, we believe, be able to take a car at New York City and make a journey not only to the City of Mexico, but southward to the leading capitals of South America or northward to Hudson's bay, possibly without a change of cars. We have not reached the golden age of railroad building on this continent, and there lies a future before our productive industries that no man can calculate.

WEARING OUT RAILROAD MEN.

A writer in the *London Railway News* says, that during the first four years men pass in the railway service, they, as a general thing, improve in health, but at the end of ten years they are tired out, and after fifteen years they are actual sufferers. Dr. Lichtenburg, of Buda Pesth, says that out of 10 railway employes, ninety-two, or more than a third, suffer from ear disease. Engine drivers are especially liable to rheumatism and pneumonia, and after several years' service a certain proportion of them become dull of sight and hearing. Others suffer from a mild form of spinal concussion, muscular feebleness, and continuous pains in the limbs. They are also apt to develop a peculiar mental strain—a sort of cerebral irritation—with excessive nervousness and morbid sensation of fear.

LITTLE MOCCASINED FEET.

Two little moccasined feet I heard—

Heard while I reveled in fancies quaint—
Treading unsteadily through the room,
Pattering soft in the twilight's gloom

There by the door. As the curtain stirred,
Soft came the sound of her laughter faint—
Clear as the ring of the tinkling chain,
Sweet as the nightingale's sweetest strain.

Two little moccasined feet that brought

Thoughts I'd been seeking an hour or more :

Seeking in vain, for my fickle muse,
True to her sex, would her gifts refuse,
Giving the caller the smile she sought,
Kissing her flower lips o'er and o'er,
Up to my lap then I lifted her—
Muse who inspired without demur.

Wonderful moccasined feet were they,

Guiding me into Elysian fields;

Wonderful, too, was that baby hand,

Leading me thither to fairy land :

Potent as well were her eyes blue gray,

Casting the spell that a siren wields.

Where was there ever a muse like this,

Bringing a charm with her baby kiss?

Two little moccasined feet—ah, me!

Where will they stray in the coming years?

Shall it be into a time less fair,

Marring her life with a cloud of care?

God give her strength for what is to be,

Robbing her sky of its rain of tears.

Leading the trend of her simple life

Far from the world and its vulgar strife.

Franklyn W. Lee.

TRADES UNIONS FROM WAY BACK.

George E. McNeill in the December *Arena*, says:

Trades unions are not the new creation of recent agitation: they can be traced back to the fourteenth century in Germany and doubtless existed prior to that time. They were, and are, the result of an awakened appreciation of the desirability of personal liberty and of a larger personal property; they are folk-mote of industrial circles; the meeting of craftsmen for the discussion of trade matters and polity; they are democracies ruled by majorities, not kingdoms ruled by edicts.

The so-called tyranny of the trades unions in this country then, must be of the same kind as that under which we live as a republic.

The active cause of human development is found in the democratic spirit that prompts organized resistance to encroachments upon the natural rights and acquired privileges of the great body of the people. The counteracting force of tyranny by its usurpations compels defensive resistance and finally aggressive warfare.

The progress of the manual laborers who were slaves, then serfs, and are now termed freemen, is marked by the associated efforts of members of their class, and by the opposition of those of antagonistic interests, the employers, the unemployed, the cultured, the comfortable, and those who govern or rule the political society called government. Whatever the motive of an association, the methods must partake largely of those of their antagonists.

Freemen combine, tyrants conspire. The combination of freemen to overthrow tyranny may be forced to work secretly, but such secrecy is not conspiracy, it is a confession of tyrannical power. The power of discharge, which means banishment or starvation, may be met with the freemen's power to strike, even to the enforced bankruptcy of the antagonist.

FACTORY WORKERS IN MASSACHUSETTS.

The *Textile Record* summarizes the results of the Massachusetts census of 1885 thus:

The total number of persons employed in all occupations was 1,943,141. Of these 394,381 were engaged in manufactures, being an increase of 78,125 as compared with 1875. The number of women employed in manufacturers was 112,762, being an increase of 29,555. Manufacturers occupied 20.32 per cent. of the whole population, and 30.21 per cent of the male population. Boots and shoes, building, clothing, cotton goods, machinery, metals and woolen fabrics employed 271,421 persons, or 68.78 per cent of all engaged in factory work. There were 99,746 persons employed in making textiles, of whom 49,819 were women. They were divided as follows: Cotton goods, 58,365; woollens and worsteds, 26,110; all others, 15,271. Some of the figures respecting aliens are both interesting and important. Nearly one-eighth of the persons engaged in manufactures were unnaturalized foreigners. The number so employed was 51,824, which was about half the whole number of aliens in the State. Of this number 11,338 are said to be illiterate. The number of children at work was as follows: At work only, 842 boys and 557 girls; at work and at school, boys, 1,065; girls, 576. One of the most gratifying facts developed in the report is that the decrease of child labor within the ten years has been very marked. We may add, also, that the census shows the average size of families in the State to be increasing, the gain, however, being almost wholly with mothers of foreign birth. But it is always a healthy sign when such an increase may be noted.

CHEAPER TO CARRY PASSENGERS FREE.

Detroit Free Press: On a Michigan Central train going west the other day, the conductor came to a passenger who had no ticket, and who owned to also being dead broke.

"How did you pass the gates at Detroit?" was asked.

"Bought a ticket to the last station back here."

"Well, you'll have to get off."

"Before you make up your mind let me show you some figures. Here they are: This train is now on time. You must stop dead still to put me off. To stop, start, and get under the same headway will consume four minutes. See? It is also figured out here by a statistician."

"Ticket or money."

"The extra fuel consumed is placed at 94 cents, and you must report to the train dispatcher at a cost of 35 cents. The delay to 75 passengers is put at \$25. The stopping and starting and extra strain to make up four minutes damages the train \$2.20 worth. Now, taen, I only want to go 30 miles further."

"Can't do it, sir!" replied the conductor, and he pulled the bell-rope, halted the train, and escorted the impecunious passenger to the steps.

"All right, old chappie!" said the latter as he dropped into the ditch. "The railroads of this country don't pay 2 per cent., and it's no wonder. When you'll spend \$30 to save 90 cents, it's a wonder a stockholder ever smells a dividend at all. Go ahead with your old caravan—the poor house isn't over six miles down the track."

NO QUARTER.

A sage once said to me:
 "Of two things warn I thee,
 And one is Death.
 No skill can stay his arm,
 'Gainst him avails no charm,
 Prayers are but wasted breath.

"When Death is standing near,
 All vain is friendship's tear
 Or love's wild woe;
 Then turn thee to the wall
 Away from friends and all,
 Only to wait his blow.

"That other thing: Want,
 Potent the soul to daunt,
 To curse and blight,
 On him that hath not gold
 The very sun shines cold,
 And maketh no day bright.

"Friends wait to see thee die:
 From poverty they fly,
 Nor heed its call.
 Who dies hath lived his day:
 The poor can truly say:
 'We have not lived at all!'"

George Horton.

HELPING THE ENGINEER.

Locomotive Engineer: No good fireman ought to let his engineer do any repairing on the road that he does not have a hand in, and learn how it is done. There should be a feeling of fellowship and a disposition on the part of both men to see that all the work to be done about the engine is done well and to the best advantage. A fireman should be willing to help pack or oil around, or the engineer be willing to help clean the fire when in a hurry on the road, and his own work is done.

Of course the fireman will help the engineer more than the engineer will the fireman—one is anxious to learn the business, the other is supposed to have learned it.

It often happens that a particularly helpful fireman will entirely spoil an engineer who is so built that his constitution will stand considerable strain. "Follow me around with the wrench and tallow pot," is an old gag used to illustrate their ways.

The writer has in mind a rather young runner, who got so bad this way that he needed a porter to wait on him, his firemen were asked to do everything, and they finally began to figure to get changed off—particularly as the engine ran by this man got to steaming badly. We had one bright boy firing on the road that cured the restless runner in one trip.

Harry was rustling for steam pretty hard, and was tired, having done all the oiling, switching and other work on the trip. When well out on the road, about the middle of the division, the engineer took a chew of plug, and smiling at the sweating youth, who was worrying over the position of the pointer, said for the tenth time:

"Son, you are younger 'n me, git me a drink, won't yer?"

Harry slid off his box, slammed in three or four shovels of coal, set his shaker bar on the stub, took down the wash bucket, drew it brimming full of water, put the tin cup into it, and set it over in front of the eagle-eyed steersman, saying:

"Just help yourself, I'm awful busy now."

GREATEST THINGS ON EARTH.

The largest cut diamond in the world is now on exhibition at the great Paris show. It was found in South Africa in 1885 and named the "Imperial" by the Prince of Wales. As soon as it was found it was taken to Amsterdam, where the diamond cutters worked on it for twenty-two months. It weighs 190 karats and is valued at 17,000,000 francs.

The three tallest trees in the world are believed to be a sequoia, near Stockton, Cal., which is 325 feet high, and two eucalypti in Victoria, Australia, estimated to be 435 feet and 450 feet respectively.

The lake which has the highest elevation of any in the world is Green lake, Colorado. Its surface is 252 feet above the level of the sea. In some places it is nearly 300 feet deep.

The largest advertisement in the world is that of the *Glasgow News*, cut in the shape of flower bed on the side of a hill back of Ardenlee, Scotland. The words *Glasgow News* can be seen and plainly read at a distance of four miles. The length of each letter is 40 feet; the total length of the line, 323 feet; the area covered by the letters, 11,845 feet. The borders of the bed are sown with white flowers, the center with red and purple. The effect is said to be startling.

The largest sheet or pane of plate glass in the world is set in the front of the D. Billigheimer building on Vine street, Cincinnati, O. It was made at Mar-sailles, France, by Z. Brazzard & Sons, and measures 186x104 inches.

Custer county, Montana, is, if it has not lately been sliced up, the largest county in the United States. Its area is 36,000 square miles. It is larger than the states of Vermont, New Hampshire, Massachusetts, Connecticut, Delaware and Rhode Island combined.

NORTHWESTERN STATES.

Nothing so vividly shows the remarkable possibilities of the Northwest as a little table giving the population of North and South Dakota, Washington, Montana, Oregon, and comparing these states with Pennsylvania. The figures are as follows:

	Estimated Population.	Area in Sq. Miles.
North Dakota	250,000	75,000
South Dakota	400,000	79,000
Washington	300,000	69,000
Montana	160,000	147,000
Oregon	325,000	96,000

The smallest new State, Washington, is half again as large as Pennsylvania, while the largest, Montana, is more than three times as large. The total estimated population of all the new states is a little over 1,000,000, which is probably not more than twenty per cent. of the population of the Keystone State to be shown by the present census. Compared to Pennsylvania the whole territory of the Northwest is comparatively empty. Nowhere are there better opportunities offered to the young and ambitious. The striking examples of Spokane Falls, Butte, Seattle, Portland and other fast growing Northwestern cities should prove sufficient inducements to draw brains and hands from the overcrowded East. The very best way to reach this land of promise is to travel over the Big Four route to Chicago and there make a rapid connection with the fast trains to the Northwest.

HOW A PITTSBURGER WAS CAUGHT BY GARTERS.

Philadelphia *North American*: There is one pawnbroker in Pittsburg who has registered a solemn vow that never again will he do the gallant for a pretty woman, even though she be in dire distress. His last experience in that line cost him \$2,000 worth of jewels and a big row with his wife.

A few days ago a remarkably pretty girl, richly attired, walked into his store and said: "I am stranded in this city. I am an actress and would like to borrow a little money."

"Certainly," replied the pawnbroker, smiling; "what security have you got?"

"Oh, I forgot," she said, and a deep crimson suffused her cheeks. "May I retire for a moment?"

The door of a private office was opened and the beauty entered. She soon came out and held a jeweled garter in her hand. It was worth about \$50. A little conversation and the broker advanced \$10. The girl started to go. She got as far as the door, turned, and blushing fiery red, said: "If you please, have, you a piece of string?" My—my—stocking is coming down."

He furnished the twine, and she again retired, emerging in a moment. The door was reached again, and again she turned. "The string's broke," she mournfully said, "and I can't go out upon the street. Won't you go next door and get me a pair of elastic garters?"

The unsuspecting pawnbroker took a dime and entered the nearest dry goods store. The girls at the counter laughed at him, and as soon as possible he pushed the garters into his pocket and hurried back to his store. It was empty, and about \$2,000 worth of diamond rings and watches had been taken. He forgot the paper parcel in his pocket, and went home a poorer and a wiser man. That night his wife found the garters in her husband's pocket. There was a scene in the household.

THE TEN-HOUR DAY.

Macauley, the great scholar and eminent English historian, was in Parliament at the time of the agitation for the ten-hour day, and made a speech which he classes his best. He said:

"Man is the great instrument that produces wealth. The natural difference between Complanice and Spitzbern is trifling when compared with the difference between a country inhabited by men full of bodily and mental vigor and a country inhabited by men sunk into a bodily and mental decrepitude. Therefore it is that we are not poorer, but richer, because we have through many ages rested from our labor one day in seven. That day is not lost. While industry is suspended, while the plow lies in the furrow, while the exchange is silent, while no smoke ascends from the factory, a progress is going on quite as important to the wealth of nations as any which is performed on more busy days. Man, the machine of machines, the machine compared with which all contrivances of the Watts and Arkwrights are worthless, is repairing and winding up, so that he returns to his labors on Monday with clearer intellect, with livelier spirits with renewed corporal vigor. Never will I believe that what makes a population stronger,

and wiser, and better, can ultimately make it poorer."

"You try to frighten us by telling us that in some German factories the young men work seventeen hours out of the twenty-four, that they work so hard that among thousands there is not one that grows to such a stature that he can be admitted to the army; and you ask whether, if we pass this bill, we can possibly hold our own against such competition as this? Sir, I laugh at the thought of such competition. If ever we are forced to yield the foremost place among the nations, we shall yield it not to a race of degenerate dwarfs, but to some people pre-eminently vigorous in body and mind."

Will any fair minded person say that these words and ideas, uttered a half century ago, do not equally well apply to the present agitation for eight hours? The ten-hour agitation in England brought about the nine-hour workday, but when it was commenced there was no such labor-saving machinery argument as there is now.

Some men will say: "I will work as long as I please," but that eight hours shall constitute a day's work is in the air, and you might as well try to stop God's sunlight from illuminating the world as to deny its recognition.

LASHED INTO WEALTH.

John James Mago, a quiet, middle-aged well-dressed man, has been in San Francisco, says the *Examiner* of that city, for a few days, waiting for the Mexican steamer to sail. He looks prosaic, but his career is as romantic as that of Monte Cristo. Mago is now a Guatemalan millionaire, who lives for nine months of the year at Paris. Fifteen years ago he was a poor English collector of insects in Guatemala, and also acted as British vice consul at San Jose. One day Commandant Gonzales ordered Mago to appear before him. Mago sent word he would come in a short time. This incensed the Commandant, who was ugly with drink, and he sent a file of soldiers after Mago, and when the bug collector appeared ordered seventy-five lashes laid on his bare back. This was done thoroughly, and when finished Gonzales shouted:

"Give him twenty-five more for luck."

When Mago recovered, which was only after careful nursing, as his back was badly cut up, he made formal complaint to the British Government. The result was Guatemala was ordered to punish Gonzales, and to pay Mago \$500 for every lash he received. In default of this English cruisers would shell San Jose and other coast cities. Guatemala readily punished Gonzales, but tried hard to evade paying \$50,000 to Mago. The British, however, were inexorable, and the poor bug collector was made a rich man in one day. As he had more coin than any one in the country then President Barrios entered into partnership with him.

Mago became one of the largest coffee planters and also secured the exclusive franchise for building docks along the ports. No one can land on or leave one of these docks without paying \$2 toll to Mago, while he also levies a tax on all freight. He also owns valuable mines and tracts of timber. His fortune is estimated at \$5,000,000, all due to 100 lashes on the back.

THE RESULT OF FEDERATION.

George E. McNeill in the Boston *Labor Leader*: A committee of a union of 10,000 members, who had \$10 per capita in the treasury—that is \$100,000—might get a respectful hearing, but a labor trust of a million members with \$10,000,000 would be waited upon by gentlemen in carriages. Dignity may go in rags, but no one would be surprised if it was not readily recognized. Membership in a trades union should stand for manliness and integrity in all matters, and short time contractors should be desired by those who buy labor, because of the security such contracts would give.

The Lasters' Union, the Cigarmaker' International Union and the Typographical Union will, in not many years, have to face the music of machinery. High dues will prepare them not for the fight against its introduction, but if the members of these unions were wise enough they would be rich enough to control the machinery. Civilization means the control of all natural forces in the interest of the people. If the masses of the people do not know enough to control their forces for the common good, the few will control them for the good of the few. The first thing for a man to control is himself. The first thing for a union to control is the amount of time that shall be sold as the day's work. Things are sold by standards, and such standards should not be changed but for very strong reasons. But under the present industrial system, in which the standard of wages varies every ten or twenty miles from the trade centers, and changes so quickly and so absolutely, the wage-worker of all kinds must control the output of hours of work, or go to the wall. The number of the unemployed and irregularly employed must be greatly reduced. Let not the robbery of the poor by the poor continue. Let not the union man increase the ranks of the non-union forces by withholding from them their share of the hours of work. The unemployed are on a strike against you. They knock down your wages. Knock off one-fifth of your working time, and the whole army of the unemployed are captured as willing prisoners, to the allies in fact, as soon as they are allies in interest. Stick to your union! Fill your treasury with money, your hearts with love and your heads with knowledge, join hands to lift up all union men, and win the non-union to your ranks by making their interests yours.

The most absurd superstitions are rife in Russia. At Serpookhov, near Moscow, an official announcement was recently placarded at the street corners. The common people are unable to read. They requested a man, who looked like a priest, to decipher for them the contents of the bill. He unhesitatingly and positively declared that it contained the warning that the city of Serpookhov would be swallowed in the ground. In less than an hour the news spread throughout the place, and the people abandoned their work and began streaming out into the fields in large crowds. All the factories were deserted by the laborers. It was some time before the frightened crowds were restored to reason and to their regular pursuits; but the originator of the trouble could not be found.

HOW TO SAVE DOCTORS' BILLS.

Never go to bed with cold or damp feet.
Never lean with the back upon anything that is cold.

Never begin a journey until the breakfast has been eaten.

Never take warm drinks and then immediately go out into the cold.

After exercise of any kind never ride in an open carriage or near the window of a car for a moment. It is dangerous to health or even life.

Never omit regular bathing, for unless the skin is in regular condition, the cold will close the pores and favor congestion or other diseases.

When hoarse, speak as little as possible until the hoarseness is recovered from, else the voice may be permanently lost, or difficulties of the throat be produced.

Merely warm the back by the fire, and never continue keeping the back exposed to the heat after it has become comfortably warm. To do otherwise is debilitating.

Never stand still in cold weather, especially after having taken a slight degree of exercise, and always avoid standing on ice or snow, where the person is exposed to the cold wind.

When going from a warm atmosphere into a cooler one, keep the mouth almost closed, so that the air may be warmed by its passage through the nose as it reaches the lungs.

Keep the back, especially between the shoulder-blades, well covered; also the chest well protected. In sleeping in a cold room establish the habit of breathing through the nose, and never with the open mouth.

THE CALLED JADE.

Arizona *Kicker*: It has so happened, every time we have been obliged to kill a man in this town in self defense, that the Coroner and everybody else was in a great hurry, and that the body was buried in the most convenient place. Last week we were struck with the idea of getting them all together in one common spot, and we bought an acre of sand lot of Colonel Hawkins for a ground-work. Our green-eyed contemporary got a hint of what was up and he went blowing around town and did his best to head us off; he failed, however, and during the thaw we had the five bodies taken up, removed to what is already known as 'The Kicker Corral' and each grave designated with a white headboard with the name painted neatly thereon. In the spring we shall see that each grave is covered with trailing arbutus—that is if arbutus will trail in this country. The names as they appear on the headboards, are: 'Mose, Pete, Jim, Sam and Jack.' We shall probably add a couple more to the list before the ides of May, whatever that is.

FAB ABOVE IT.

Truth: In Judge Duffy's Court—"Mrs. Maloney, this is the eighteenth time you have been up before me for theft."

"Sure, judge, an' it's me pride. There niver was one of the Maloney's as was so low as to beg."

WOMEN WORKERS AT HOME AND ABROAD.

One of the most independent couples in Talbot county are Mr. and Mrs. Holman, who live in the southeast corner of the county, near Howard, says the Macon, (Ga.) *Telegraph*. Mr. Holman is engaged at present as a farmer and a blacksmith, and he is a smith of more than ordinary skill. When he needs a striker his wife faces him at the anvil and wields the sledge hammer. Mr. Holman formerly lived in Tennessee, where he found regular employment as a blacksmith, and his wife was his regular and constant striker.

Jennie L. Dodge, a New Hampshire girl, has the reputation at present of being the only woman barber in Boston. Miss Dodge has been in the barbering business since 1881. A couple of years or so ago there were no less than a dozen of the sex engaged in that kind of employment and at first they did a thriving business. Miss Dodge, or "Jennie," as she is called by nearly all her regular customers, has had more than ordinary success in her occupation and averages \$22 per week.

Mme. Tkatcheff declares that Russia's factory operatives, male and female, sleep in the mills and cannot afford to buy leather shoes. Paper serves for stockings and shoes are of wood. Shocking immorality prevails. The Russian would rather do without his food than his weekly bath. The law allows children under 15 to work eight hours per day if they attend school three hours. Children cannot be employed in thirty-six dangerous industries. Women weavers and spinners must not work at night. Where over one hundred persons are employed medical attendance must be provided.

There is a paper mill in Fort Edward, N. Y., which is run day and night. Half the girls go on at 7 in the morning and work till noon. Then the other half go on and work till 7 p. m., at which time the girls who worked all the morning come on again and work till midnight. Then the afternoon girls take up the burden again and keep it up until 7 a. m. The work is very exhausting—the taking from the rolls of heavy sheets of manilla paper, counting and disposing of them. It involves constant activity and watchfulness and imposes a severe strain on muscles and nerves. For the ten hours during which it continues the working girl gets sixty-two cents.

A HAPPY MEDIUM.

Texas Siftings: A gentleman connected with a prominent Austin (Texas) newspaper, who belongs to a temperance organization and talks temperance very eloquently, was induced to go into a saloon with a friend who is a moderate drinker.

"I'll take a lemonade. What will you take?" asked the moderate drinker.

"Shall I fix you a lemonade with a stick in it?" asked the barkeeper.

"Well, no," responded the temperance crank; "but you may give me a stick without any lemonade in it," and three fingers dropped out of sight.

Total abstinence is a very good thing, but it should not be run into the ground. The most rigid abstainer should put a little water in the Austin whiskey, for sanitary reasons, if for none other. It is best not to be too extreme in anything.

DID THE SQUARE THING.

Helena (Mont.) *Herald*: The train was just pulling out of Weston, Mo., for St. Joe, when one of the passengers in the smoker put his head so far out of the window that a man near him felt it his duty to utter a note of warning.

"Yes, it is a little risky," replied the man as he pulled in his head and sat down. "but I was looking for a grave in that field. Reckon it has been plowed under and forgotten."

"How did they happen to bury him there?"

"It's a sad story, gentlemen—very sad. It was just ten years this month, and I was living here then. A stranger came in from the West with three horses to sell, and he acted so queerly that we clapped him in jail. He never denied that he stole 'em, and one night the boys turned out and hung him to a tree over there. That used to be our way of discouraging the business, and I believe it is still practiced farther West. We buried him near the tree, and it was his grave I was looking for."

"Never denied it, eh?" queried one of the listeners.

"Never did, although we gave him every chance. Just a week from the time he was hung we found out that he was an honest, honorable farmer, living about forty miles below us. While he hadn't stolen the horses, he had killed a man, and he no doubt believed that we were hanging him for that. We felt mean enough when we discovered that he was no horse-thief, and that all he had done was to pop a man over, and a Kansas man at that, and he must have been sadly puzzled over our conduct. We made such reparation as we could, however."

"In what way?"

"Oh, we rounded up the grave, passed resolutions of sympathy for the wife, sent the horses on home, and a few months later I went up and married the widow. She's in the next car behind."

A LITTLE RAILROAD THAT DOES A BIG BUSINESS.

The most diminutive railroad in all Down East, says an exchange, is that owned and operated by the Monson Maine State Company, running from the company's quarries to Monson Junction on the Bangor & Piscataquis Railroad. This little railroad has a two-foot gauge, is about six miles in length, and is thoroughly equipped with locomotive, passenger, baggage, express and freight cars, has several stations, regular time tables, and a superintendent. The superintendent is also conductor, baggage master, mail agent, passenger and freight brakeman, news agent and director—a regular Pooh Bah—and for performing all these offices he gets \$900 a year. Ten men constitute the entire force of the road. The trains average about fifty miles a day in summer and twenty-five miles in winter. The road is all down hill one way, so that a car will run from the quarries to the Junction without the assistance of a locomotive. If a passenger misses the regular train, \$5 will secure a special to carry him over the line. Last year this toy railroad carried 9,000 tons, and 4,200 passengers, who paid \$12,000 in fares, were transported at a cost of \$9,000. This little road has been in operation six years, and in all that time no accident of any account has occurred on its line.

HENDRICKS.

Pride of thy Westland, and Loved of the Nation!
 Leader invincible! Ruler most wise!
 Fevered nor flushed by the throng's acclamation,
 Steadfastly poised as a star in the skies!
 Paths that were night to us
 Thou didst make bright to us—
 Brightening still, till the transcendent shine,
 Swiftly withdrawn from us,
 Now thou art gone from us,
 Halos thy deeds with a glory divine.
 Versed as thou wert in the lore of the ages,
 Voiced as a master in lofty debate,
 Thine was an eloquence History's pages
 Rustlingly whisper in vain to relate—
 Mute there the wonderful
 Pathos, or thunderful
 Flashes of denunciation—not jeers!
 Silent the dutiful
 Scorn, and the beautiful
 Tribute of tremulous sobbing and tears!
 Thine, then, the meed of a people's affection
 Born above factional wrangle and fray;
 Still warmly homed in the heart's recollection,
 Naught of thy virtues shall vanish away;
 Still in security
 Rest, in thy purity
 Fixed as thy monument, tow'ring above—
 Ay, and outwearing it,
 All time declaring it—
 Bronze shall outbrave not the legends of love!

J. Whitcomb Riley.

NOT WILLING TO HELP A BUSINESS MAN.

New York *Tribune*: "I would like to get a stamp," said a gentleman as he entered a little Division street store with a sign of "Postage stamps for sale" in the window.

"Yessir—don't want to get a pair of dose kid gloves I s'pose?"

"No, I believe not."

"Jes got some new vons—only 40 cents a pair."

"No, I don't care for any."

"Haf a look at my derby hats—dose latest shapes with red linings—von dollar."

"No, nothing but a stamp."

"Ve keeps de boss 50-cent white shirt in de city—no troubles to show dose goots."

"No."

"Wouldn't care for dese button shoes at von-twenty-five, neider?"

"No, sir: I say I want a postage stamp if you keep them."

"Vell, all right. Ve haf a fine stock of dose vash ties at 6 cents if you want to look. No? Ikey!" and a small boy made a mysterious appearance in the back of the store; "Ikey, gif dis feller a postage stamp—he ain't baid for it." Then he added as he turned away: "Some peoples seem to t'ink we can lif off der broift on dose green stamps, but it aind't so."

BOUND FOR HADES.

The Oregon City *Courier* relates that on the evening of the last of a series of revival meetings at a church not a great way from that place the preacher made the request common at such meetings, "Will all those who will work for Jesus and desire to go to heaven please arise?" A few arose, mostly faithful sisters of the church. He then asked: "Will all those who desire to go to hell arise?" With a rush about forty stood up. The humor of the situation sent a roar of laughter throughout the congregation, and even the minister smiled.

GOOD BY, HOSTLER.

To the farmer boy who has never seen a horse cleaned except by hand, with the good old curry comb and brush, it would be quite a sight to visit some of the large city barns of the car or express companies or large livery establishments, and see the horses cleaned, so to speak. Should he visit the Palmer House livery stables, Chicago, remarks a contemporary in that city, he might see any day a horse undergoing his toilet—in stable parlance, "gittin' cleaned and curried."

In exactly forty seconds the animal is turned over to his keeper, as bright as a new pin—not a speck of dirt or a turned hair to be seen on his sleek, shiny coat. In two hours' time no less than 250 horses, big and little, receive their daily clean up and are made ready to prance out into society. This revolution in the art of horse cleaning, rubbing down and currying, all in one, is caused by a simple contrivance, a movable shaft at one end of which is a circular brush composed of fairly stiff bristles.

The brush, which is run by steam, revolves many hundred times a minute, and is guided by the cleaner. Two cleaners, operating with the brushes on one animal at the same time, can accomplish more in one minute than can four men with the old brush and curry comb in twenty minutes. As soon as the brush touches the body of the horse the dirt and dead hair fly in all directions, and it only needs a second "going over" to have the animal so clean that a glove would not be soiled in rubbing over the hide.

At first the horse appears frightened at the noise of the revolving shafts, but as soon as he feels the touch of the brush he edges up closer to the cleaner and gives every indication of pleasure. The harder the pressure on the brush the harder will be the rubbing, of course, and when the sensation becomes uncomfortable the horses move away. In this way the cleaners are easily informed how hard a rubbing the animal will stand.

SHE STUCK TO HER GUM.

Drake's Magazine: "George, darling," she murmured, as they strolled in the garden, "let us stop at that rustic seat yonder for a moment."

"Certainly, pet," answered the young man. "That is the place where I proposed to you last night. Do you want to stop for the fond recollections that cling about the spot?"

"No, not exactly. You see I knew that it was coming last night, and that you would want to kiss me, and so I took my gum out of my mouth and stuck it on the bench. If it is there yet, I want to get it. That is all, George, dear."

TWELVE GOOD MEN AND TRUE.

Exchange: Clerk of the Court—Gentlemen of the Jury, have you agreed upon your verdict?

Foreman—Yis, yer honor.

Clerk—What say you—guilty or not guilty?

Foreman—Will, sor, we, the jury, foinds the testimony for the prisoner vera sthrong, indade, sor: but we doubts if he's innocent: an' in accordance with ther instructions av ther court, we gives him the blinfst av ther doubt, an' foinds him guilty.

THE MEN WHO MISS THE TRAIN.

I loafe aroun' the deepo jest to see the Pullman scoot,
 An' to see the people scamper w'en they hear the in-
 gine toot,
 But w'at makes the most impression on my som'w'at
 active brain.
 Is the careless man who gets there jest in time to
 miss the train.
 An' some cuss the railroad comp'ny, an' some loudly
 cuss their stars,
 An' some jest gallop down the track an' try to catch
 the cars;
 An some with a loud laff and joke will poulitce up
 their pain,—
 Var'us kin'er people get there jest in time to miss
 the train.
 An' there is many deepos and flag-stations 'thout
 name.
 Along the Grand Trunk Railroad that leads to wealth
 an' fame,
 An' men rush to these deepos, as fast as they can fly,
 As the Train of Opportunity jest goes a-thunderin' by.
 They rush down to the stations with their hair all
 stood on end,
 As the platform of the tail-end car goes whirlin'
 round the bend;
 An' some men groan an' cry aloud, an' some conceal
 their pain,
 W'en they find that they have got there jest in time
 to miss the train.
 But the cars puff through the valleys, an' go
 a-whirlin' by.
 An' float their banners of white smoke, like flags of
 victory;
 They leap their flowing rivers, an' through the tun-
 nels grope,
 An' cross the Mountains of Despair to the Table-
 land of Hope.
 The Grand Trunk Railroad of Success, it runs
 Through every clime,
 But the Cars of Opportunity they go on schedule
 time.
 An' never are their brakes reversed—they won't
 back up again.
 To take the men who get there jest in time to miss
 the train. S. W. Foss.

LOCOMOTIVE FRAMES.

Mechanical News: Early frames were of plates with wood filling between, and the journal bearings were outside the wheels.

Bury introduced the bar frame, which is now exclusively used in this country, and is one of the distinguishing characteristics of the American engine. At first the whole frame was forged in one piece, but for convenience in repairing, the front and back ends were afterwards made separate and bolted together. Some narrow-gauge engines have the main frames in the usual position inside the wheels, but have a supplementary frame or offset bolted to this to carry the fire-box.

The old style of wooden frames was abandoned by Baldwin in 1839, and no outside frame whatever employed—the machinery, as well as the truck and the pedestals of the driving axles, being attached directly to the naked boiler.

In 1839 Baldwin invented a geared engine with an independent shaft or axle between the two truck axles and connected by cranks and coupling rods with cranks outside of the drivers. This shaft had a central cog-wheel engaging on each side with intermediate cog-wheels, which in turn geared into wheels on each truck axle; the intermediate having wide teeth so that the truck could pivot while the

main shaft remained parallel with the driving axle. This type not proving a success commercially, to accomplish the same purpose he invented in 1842 the six-wheel connected engine, with the four front drivers combined in a flexible truck; the rear box being rigid in the frames (usually behind the fire-box) and with inside bearings. The remaining wheels had inside journals running in boxes held by two wide and deep wrought-iron beams, on each side. These beams were not connected. Their pedestals were bored out cylindrically, and into them there were fitted the cylindrical boxes which Baldwin patented in 1835. A spherical pin running down from the frame bore into a socket in the beam, half way between the two axles. Thus each side beam independently could turn horizontally or vertically under the spherical pin, and the cylindrical boxes could turn in the pedestals. This was followed by a flexible beam engine with but four wheels connected, to compete with the standard "American" eight-wheel type with four wheels connected. Baldwin made the forward wheels of smaller diameter as leaders, but connected them with the front drivers in a flexible beam truck.

WHO ARE FELLOW SERVANTS.

Station Agent: The following are recent cases on the question, who are fellow servants:

A foreman of a bridge gang is a fellow servant with persons operating a freight train on the road. *St. Louis, A. & T. Ry. Co. v. Welch* 2 L. R. A. 839, 73 Tex. 298.

A brakeman is a fellow servant with the engineer. *L. & N. Ry. Co. v. Martin*, 3 L. R. A. 282, 87 Tenn. 598.

A section foreman, who is about the track and liable to be injured by passing trains, is a fellow servant of the conductor. *Elliott v. Chicago, M. & St. P. Ry. Co.*, 3 L. R. A. 383, 5 Dak. 523.

A superintendent, in respect to work properly belonging to a servant, is a fellow servant of the co-employees. *Hussey v. Coger*, 3 L. R. A. 559, note, 112 N. Y. 614.

A laborer employed by a railroad company to remove snow and other obstructions from the track is a fellow servant of a track walker and conductor. *Fagundes v. Cent. Pac. Ry. Co.*, 3 L. R. A. 824, 79 Cal. 97.

A station agent is a fellow servant with a brakeman. *Byrnes v. New York, L. E. & W. Ry. Co.*, 4 L. R. A. 151, 113 N. Y. 251.

A traveling auditor of a railroad company traveling on the cars from station to station is a servant of the company and assumes the ordinary risks of accidents. *Minty v. Union Pac. Ry. Co. (Idaho)*, 4 L. R. A. 409.

A locomotive engineer is a fellow servant with the freman. *Gulf, Colo. & Santa Fe Ry. Co. v. Blohn*, 4 L. R. A. 761, 73 Tex. 637.

A foreman of a gang of men employed in building a railroad is a fellow servant with the workmen under him while engaged in the work. *Lindvall v. Woods (Minn.)*, 4 L. R. A. 783.

The members of a city board of public works are fellow servants with the driver of a fire engine. *Coots v. Detroit*, 5 L. R. A. 815, 73 Mich. 628.

HUSTLING ALONG TO DIE.

Chicago Mail: "The poor I have always with me—walking under my own hat," gloomily remarked a young man as he paid the drug clerk for two or three prescriptions which he had just had filled. "I don't think poor people have any right to get sick; that is, I know they haven't any right to, because they haven't any rights at all; but I mean they ought not to get sick. It isn't a square deal. This great law of compensation which I hear rich folks talk so much about doesn't come into play here very hard, because if it did the poor folks, having to do all the work of the ill-managed world, wouldn't be called on to get sick when they can't afford it. Look at me, for instance. I've got a job that demands my daily presence. It is one of these 'must' positions, which I will lose if I miss a day. It doesn't pay me enough to enable me to do more than live, so I can't afford to lose it.

"That's a clear case, ain't it? Perfectly plain that I've got to work six days a week, eh? Well, here I am sick abed, with rheumatism, and fever, and ague, and sore throat, and biliousness, and a lot of other things I've forgot. I stayed them all off as long as I could with gargles and quinine and such stuff, but I had to go to the doctor just now. What does he say to me? Why, after sizing me up, he writes me all these prescriptions, tells me how to take medicine, and then says:

"Now, stay quietly in your room for five or six days and keep warm, and you'll come out all right."

"Five or six days in my room, eh?" I say.

"Yes," he says; "why?"

"How do you think the south of France would do?" I say, and he tells me if I want to die to hustle along my way and do it. I might as well, I reckon. It's no use to live if you lose your job."

HIS SEASON OF MOURNING.

Drake's Magazine: Neighbor—"Mr. Skrimp, I have sad news for you, terribly sad news."

Skrimp—"Hev ye? What mot it be?"

Neighbor—"Your wife, in attempting to ford the river this morning, was drowned."

Skrimp—"Hump, that is sorter bad; kinder onexpected, too."

Neighbor—"Yes, it's bad. She missed the road, someway, and got into deep water, and she and the horse were both drowned."

Skrimp—"Great grewhilkins, man! you don't mean ter say the hoss wuz drowned, too?"

Neighbor—"Yes."

Skrimp—"Wall, by jingoes, that is er heavy loss. That air hoss wuz wurth er hundred dollars clean cash, an' ther ole 'oman knowed hit. 'Peers like women folks is most dog-gond keerless. Dog-gone, neighbor, but the loss o' that air hoss is powerful hard ter b'ar up ag'in, shore."

NO OFFENSE.

Big Dark—"Nigguh, you's 'r fool!"

Little Dark—"Do yo' call me 'r fool?"

Big Dark—"Dat's what 'r sed!"

Little Dark—"Yo' do?"

Big Dark—"Ise call enny nigguh 'r fool what acks like yo' do?"

Little Dark—"Hub! Den yo' call enny nigguh 'r fool? Den I can't considah dat pussenel. Good day."

FIRST IDEA OF EMPLOYING STEAM.

The following extract from the life of George Stephenson, *Railway Engineer*, by Samuel Smiles, Boston, 1859, page 69, is of interest:

Solomon de Caus, who was shut up for his supposed madness in the Bicetre at Paris, seems to have been the first to conceive the idea of employing steam for moving carriages on land, as well as ships at sea. Marion de Lorne, in a letter to the Marquis de Clinquars dated Paris, February 1, 1641, thus describes a visit paid to this celebrated madhouse in company with the English Marquis of Worcester: "We were crossing the court, and I, more dead than alive with fright, kept close to my companion's side, when a frightful face appeared behind some immense bars and a hoarse voice exclaimed, 'I am not mad! I am not mad! I have made a discovery which would enrich the country that adopted it.' 'What has he discovered?' asked our guide. 'Oh,' answered the keeper, shrugging his shoulders, 'something trifling enough! You would never guess it. It is the use of the steam of boiling water.' I began to laugh. 'This man,' continued the keeper, 'is named Solomon de Caus; he came from Normandy four years ago to present to the king a statement of the wonderful effects that might be produced from his invention. To listen to him you would imagine that with steam you could navigate ships, move carriages—in fact, there is no end to the miracles which, he insists upon it, could be performed. The cardinal sent the madman away without listening to him. Solomon de Caus, far from being discouraged, followed the cardinal wherever he went with the most determined perseverance, who, tired of finding him forever in his path, and annoyed at his folly, shut him up in the Bicetre.'"

SHOP ITEMS.

The Richmond Locomotive and Machine Works, o Richmond, Va., are building 10 60-ton consolidation engines for the Richmond & Danville, with 20x24 cylinders, and two with 18x24 cylinders, for the Seaboard Air Line, and the same number for the Chesapeake & Ohio. The latter engines will weigh 65 tons, and the former 48 tons. Four 40-ton 17x24 passenger locomotives are being built for the Atlantic & Danville. The company also has considerable government work under contract. A large amount of new machinery has been added, and several extensions to the works built. A new machine shop, 100x106 feet, has been completed, and a new boiler shop, 185x92 feet, is being erected. Nearly 500 men are now employed by the company.

THE USUAL WAY.

Omaha World: "Omaha Dame—"I have come on a sad mission, my dear, prepare yourself for terrible news. Oh, how my heart goes out to you!"

Sweet Girl—"Mercy on us! Has that dressmaker spoiled my wedding suit?"

Omaha Dame—"Worse, dear, far worse. The young man you intended to wed came to our house last night in a state of beastly intoxication, and I have just found out that he has been for years a confirmed sot."

Sweet Girl—"Horrors! Don't for the world breathe a word about it. If pa should hear that he wouldn't let me marry him."

A THANKFUL PARSON.

A pious parson, good and true,
Was crossing o'er the seas,
When suddenly there fiercely blew
A wild and sweeping breeze.
He feared the storm the ship would wreck,
His heart was sore afraid.
He sought the captain on the deck
And found him undismayed.

The captain saw his awful fear
And led him up to where
The servant of the Lord could hear
The sailors loudly swear.
"You clearly see," the captain said,
"If danger hovered nigh
They'd all be on their knees instead,
And asking grace to die."

The parson felt his words were true,
And when the skies grew fair
He marvelled how the sailors knew
Just when to pray or swear.
But when the seas which wildly flowed
Had ceased to plunge and spout,
Unto himself he said: "It showed
They know what they're about."

But later on another storm
Came fiercer than before.
The parson heard with wild alarm
The ocean's angry roar.
He sought the deck in awful dread
To hear the sailors get.
He listened—then he bowed his head—
"Thank God, they're swearing yet."

ELASTICITY.

Nearly all solids, and certainly all metals, are elastic up to a certain point, that is to say, until a certain stress is brought to bear, after which they either become ductile or break.

The elasticity of solids is in two directions—elasticity under extension, and elasticity under compression. Liquids and gases have only elasticity under compression.

The vital difference between the elastic force of solid bodies and the elastic force of fluids may be expressed thus: Fluids possess elasticity of *bulk*; solids, elasticity of *form*.

When the elastic force of steam drives a piston, the force is due to the effort of the steam to occupy a larger space, the steam having, so to speak, no partiality in the matter, so that whether the cover is blown off, the sides of the cylinder split, or the piston moves, it makes no difference to the steam.

Increased bulk in any direction, or by any means will alone satisfy the expansive energy of steam or other elastic fluid.

Gases are said to have the property of "indefinite expansion," which comes to the same thing as saying that you cannot reduce the elastic force to zero, no matter how much space you give it.

The pressure which a gas exerts upon the sides of a vessel containing it can be accounted for by supposing the molecules of the gas to be perpetually in motion, flying about and colliding with each other, and cannonading against the sides of the vessel and rebounding again.

The velocity with which the molecules are flying about in all directions becomes a matter of calculation.

A velocity of 1,600 ft. per second in the particles of oxygen and nitrogen, which constitute the atmos-

phere, is sufficient to account for the ordinary atmospheric pressure of 14.7 lbs. per square inch.

A velocity of 2,500 ft. per second in the particles of water which constitute steam, is sufficient to account for a pressure of 150 lbs. per square inch in a steam boiler.

The elastic force of water is very great, but it must first be compressed if we are to get any elastic force out of it, and the force necessary to compress water appreciably is so enormous, that in all ordinary engineering calculations water is treated as incompressible.

A glass tube about half full of water, from which every trace of air has been expelled by continued boiling, behaves very much as if a solid lump of metal were contained in it. The water strikes the end of the tube when shaken up with a sharp crack, which has earned for the apparatus the appropriate name of "water hammer."

This experiment does not prove water to be incompressible or devoid of elasticity, but only that its elastic force is very high, when not masked by a cushion of air.

To observe the elasticity of solid bodies it is most convenient to alter their *form* rather than their *bulk*.

When a piece of india-rubber is stretched it becomes thinner and the bulk remains unaltered. So also when a steel spring is bent, it is the *form* that changes, and the effort of the steel to recover its original form constitutes elasticity.

When a batten of wood is bent to any considerable extent, it is quite obvious that the convex side becomes longer and the concave side, shorter than the original length. But it is not so easy to prove that the same thing happens to the most delicate watch-spring; and yet we know it must be so.

We cannot bend even a hair without one side being stretched and the other side being compressed an equal amount.

The resistance to bending is thus seen to be merely a resistance to stretching and compression; and the elasticity of a bent spring is made up of the elasticity of the material in extension and compression acting as a couple to straighten the spring.

The useful applications of the property of elasticity possessed in a high degree by tempered steel do not need pointing out; but it may not be amiss to observe that to the elasticity possessed in *some* degree by all materials employed in structures, do we owe the safety of those structures when subject to strains in ordinary work.

No structure could stand for a moment—no steam engine could make a single revolution without breaking down—were it not that the parts are continually giving and taking under their varying loads.

A. N. Somerscales.

THE interlocking switch and signal system completed a few days ago at South Plainfield where the Roselle and South Plainfield branch of the Lehigh Valley road connects with the main line, was tested on Monday night in the presence of a large number of railroad officials. The systems which was put in by Bridge Builder Pascoe, worked perfectly. A similar system is in use at the Broad street station, Philadelphia, and Wayne Junction on the Reading road.

A LYRIC OF LABOR.

Let us raise up a tocsin of warning,
 We toilers on shore and on sea;
 Our song is the song of the morning—
 Our theme is the right to be free.
 The light of the sky has been breaking;
 We see what the clouds had in thrall;
 The tyrants that hold us are quaking—
 "Upharsin" is writ on the wall!

We toil, but we do not inherit;
 We build, but we do not possess;
 The flower of our skill and our merit
 Blooms only those others to bless;
 It is time now that Right cried a warning,
 That Justice should thunder a call;
 Our song is the song of the morning—
 "Upharsin" is writ on the wall.

Sweet freedom is ours, if we dare it—
 Demand it with adamant will;
 And the gold that we coin, we shall share it,
 The fruit of the forge and the mill;
 The creators of wealth cry a warning;
 A new hope shines forth for us all;
 Our song is the song of the morning—
 "Upharsin" is writ on the wall!

Venier Voldo.

THE SOLIDARITY OF LABOR.

Journal of Knights of Labor: Among many other social changes wrought by the introduction of labor-saving machinery and modern industrial methods is the complete subversion of the old idea of trade isolation and the substitution of the broader view that all labor has common rights and interests. While the old system prevailed, the ideal of most trade unionists was that each body of skilled artisans, acting on its own account, should secure for its own members, as far as possible, a monopoly of the right to labor without thought or care for the interests of the unskilled workman. It was sought to establish an aristocracy of labor—to draw a hard and fast line between skilled and unskilled, and, while protecting the artisan from all encroachment upon his exclusive field, to leave the common herd of laborers to the mercy of competition.

Labor saving machinery and the revolution in the industrial system have changed all that. The field which the skilled mechanic can hold to himself is continually narrowing. A thousand and one processes formerly done by hand, and requiring long training and superior skill, are now done by machinery with the aid of a comparatively few men easily familiarized with their duties. Every day lessens the distance which formerly separated the skilled from the unskilled—the mechanic from the laborer—and makes it more and more difficult for the well-paid artisan to retain his position as the member of a superior caste. The leveling process due to machinery has been going on simultaneously with the educational process, by which the ideas of men have been broadened and the truth enforced that there is and ought to be no redemption for labor which does not include the poorest and most dependent of the toiling masses.

It is impossible for the intelligent skilled mechanic to hold his position, let alone improve it, without the co-operation and support of the unskilled. A trade can no longer successfully isolate itself from the general mass of suffering, struggling humanity and hope by stringent rules to keep up wages for its members regardless of the general condition

of the labor market. Some new discovery, some extension of the machinery system, may at any time rob it of its vantage ground and reduce its members to the general level. Many who in their day have assumed a position of lofty unconcern as to the lot of their less favored brethren of the world of labor, secure in their fancied monopoly of technical skill, have suddenly found themselves compelled by some unexpected change in processes to compete with a throng of machine-tenders or partially-skilled workmen. The days of handicraft isolation are over. Under the system of to-day skill in some special branch is becoming a matter of less importance, and labor of all kinds more on a common footing. The selfishness of class exclusiveness is giving way before a recognition of the great truth that the depression and degradation of the great body of unskilled labor inevitably and naturally drags down the artisan class to their level.

Improved machinery is placing all labor in the position of subjection to the capitalist. The old idea of keeping up wages here and there by close unions is becoming impracticable. The remedy lies, not in the weak defense of unions on the line of caste selfishness, formed to procure a little better conditions for a favored few, which are as powerless against the advancing tide of competition as Mrs. Partington's broom against the Atlantic Ocean, but in the organization of all labor to control the machinery and secure the benefits of increased production for the real wealth creators. "The Solidarity of Labor" is the watchword of the future. To enfranchise the few highly-skilled and more intelligent, leaving the mass in hopeless poverty, is impossible, and every true friend of humanity and progress, instead of regretting it, will rejoice that it is so and strive for the regeneration of labor as a class.

Invention: It is stated the New South Wales Government is understood to be desirous of promoting the establishment of a locomotive manufactory in the colony, to be properly equipped with all the modern improvements, and capable of turning out first-class work. It is stated that advertisements are to be issued, both in the colonies and Great Britain, inviting proposals in connection with the matter. There is a large demand in New South Wales for locomotives on the government railways for renewals and additions to stock, and it is currently reported that the authorities are prepared to give an order for 100 locomotives, to be delivered in three years, the first one not later than July, 1891, on the understanding that the cost of getting them made in the colony is not greater than the price of securing them elsewhere.

A RAILWAY paper tie has been invented. The inventor says that he can utilize in this way the ordinary paper-board, which is made from straw, grass or any cheap and coarse material. The straw-boards are cemented together and pressed in molds, making, he claims, a fire and water-proof tie, which is not affected by atmospheric changes, holds the spikes firmly, is sufficiently elastic and will outwear five wooden ties.

THE WEAVER.

Beside the loom of life I stand
And watch the busy shuttle go;
The threads I hold within my hand
Make up the filling; strand on strand
They slip my fingers through, and so
This web of mine fills out apace
While I stand ever in my place.

One time the woof is smooth and fine
And colored with a sunny dye;
Again the threads so roughly twine
And weave so darkly line on line,
My heart misgives me. Then would I
Fain loose this web—begin anew—
But that, alas! I cannot do.

Some day the web will all be done,
The shuttle quiet in its place,
From out my hold the threads be run;
And friends at setting of the sun
Will come to look upon my face,
And say: "Mistakes she made not few,
Yet wove perchance as best she knew."

Mary Clark Huntington.

THE EIFFEL TOWER.

Eiffel Tower, which stands immediately upon the south side of the Seine, is considered by many as the most magnificent building in the world. It eclipsed the Great Pyramid of Gizeh, which hitherto held that proud position. It is the exhibition which will appeal most strongly to sensation-seekers in Paris during the present year—the year that marks the anniversary of one of the most desperate social revolutions in the world's history.

The Eiffel Tower was erected, not in commemoration of any great man or deed, nor for any superlatively great feat, as the Tower of Babel, but as an example of the growth of science in modern times, the gigantic possibilities of invention and engineering, as developed to-day. Of course, besides the possible station for scientific experiment, it was also planned as a chief curiosity among the attractions of the Exhibition. As an engineering marvel, however, the roof of the Palais de Machines is not its greater marvel, though this will only be apparent to the eye of the trained mechanic; but the Eiffel Tower is always the novelty.

The base of the tower forms a gigantic archway, the main path leading from the bridge into the grounds of the Exhibition. Some idea of its proportions may be obtained when it is said that the ground distance from the axis of one of its four pylons, across the driveway, to the axis of the other upon the same front, is 100 metres, or about 328 feet. The tower is built entirely of iron girders and pillars, in the simple construction of four great shafts, consisting of four columns each, starting from the four corners of the base, and merging into a single great shaft which forms the main part of the tower. This shaft ends in the great cupola or the reception-room, which in turn is surmounted by a still higher lantern or look-out, the observation platform of which is upon the dizzy plane of 1,000 feet.

There are three galleries circling the tower. The great gallery, just above the archway, stands 5 feet above the ground, and measures nearly 300 feet each way. Here are placed cafes, restaurants, reading-rooms, smoking and lounging compartments, and all the amusements and comforts of a

French resort. Thousands of people at one time can be made at home on this great enclosure, far up in the cool air, without any necessity for crowding, or treading on one another's toes. Band concerts are given daily at this stage in the journey heavenward, so that the first gallery will probably become the great rendezvous and promenade, even though it is as high in the air as the towers of Notre Dame. The second gallery, still forming a part of the base of the tower, rests lightly upon its iron supports at a height of 380 feet, or about 15 feet higher than the highest part of Milan Cathedral.

The whole tower weighs about 15,000,000 pounds, or 75,000 tons. It is fitted up on the inside of the shafts with elevators, which can take up from 50 to 100 persons each, while the complete ascent will take four minutes, and it is possible to carry to the top 750 persons an hour.

M. Gustave Eiffel, the originator, engineer, and builder of this gigantic monument, is one of the ablest and most famous engineers of France, and although among his fellow-craftsmen all over the world he has long been known for the work he has performed, it is the bold conception and daring undertaking of his present work that has given him a world-wide reputation. Born at Dijon, in 1832, he is still in the prime of life. His technical education was obtained at the Ecole Centrale des arts et Manufactures, the national free school of industries where he graduated in 1855.

RAILROADING ON THE CANADIAN PACIFIC.

A passenger on a Canadian Pacific train tells of the following thrilling accident to the through express train in the mountains: "A rail gave way at a point on the mountain side high above the Columbia river. The engine passed over safely, but two coaches following swung about and toppled over. The bank there was very perpendicular, and the cars would have tumbled several hundred feet below into the flowing river had it not been that the coupling twisted around and held the tremendous weight. There were the two cars, one with its load of passengers, suspended between heaven and earth. The weight of the engine and the rest of the train prevented the suspended cars from drawing the whole train down. The suspense was dreadful. The frightened passengers were compelled to remain in their perilous position until train hands built a platform around and underneath the hanging cars, enabling all to make their escape. The place where the accident occurred is considered the most dangerous in the mountains."

NOMINALLY a car load continues to be 20,000 pounds. It is also 70 barrels of salt, 70 of lime, 90 of flour, 6 cords of soft wood, 18 or 20 head of cattle, 50 or 60 head of hogs, 90 or 100 head of sheep, 8,000 feet of solid boards, 17,000 feet of siding, 13,000 feet of flooring, 40,000 shingles; one half less of hard lumber, one-fourth less of green lumber, one-tenth less of joist, scantling and other large timbers, 340 bushels of wheat, 400 of barley, 400 of corn, 640 of oats, 360 of flax seed, 340 of apples, 340 of Irish potatoes, 380 of sweet potatoes, 1,000 of bran. It is generally as much more as the shipper can get sneaked in without extra charge.

HOW STATE RAILWAYS PAY.

Philadelphia Press: Victoria is an Australian colony with the size and population of Kansas in 1888, or 87,000 square miles, and a population of 1,000,000.

But instead of letting corporations build the railroads and giving land away to get them to do this, Victoria has kept its land and built its own railroads. The result is this thriving little community of about 1,000,000 souls, or the population of Philadelphia, had last year an income of \$41,000,000, and of this sum \$16,500,000 was in the shape of profits on the State railroads. Seven years ago the income from the railroads was only \$9,000,000; in 1886-7 it was \$12,255,000; and for the year just closed it has gone up to nearly double the income of seven years ago, and as no one can build roads but the State, and the State is an enterprising builder and a good manager, the profits on the railroads will in time pay all expenses of the government. In addition, Victoria owns not only the postoffice, as the people do here, but all the express business and all the telegraph business, and the profits on these, for this wise, thrifty little State last year was \$2,140,000.

Victoria has a debt of \$165,595,000, but as all but \$5,500,000 was incurred for railroad and water works, which pay a heavy profit, taxpayers feel tolerably happy over it, and the remaining fraction went into school buildings, which pay a profit in their way, too. As all the horse car lines are owned by the people also, the cities in Victoria get more and more profit from them the bigger they get, and the taxpayer again finds that it pays to own these means of communication, even if he has to run in debt for them.

The natural result is that the surplus last year was \$4,400,000, the revenue outrunning estimates by this amount. In the year just coming it will be bigger, and the "budget speech" of the Minister of Finance was principally taken up with telling the direct and indirect taxes which could be repealed.

TOO MODEST TO BE HONEST.

Washington Critic: "Are you the editor of the paper?"

"I am. What can I do for you?"

"Well, I just thought I'd step up and see how you are. My wife and I are going to Cape May to-morrow."

"Indeed?"

"Yes; but I wouldn't have anything said about it in print, of course. My name is Simpkins—Azariah Simpkins."

"Glad to meet you, Mr. Simpkins, I'm sure."

"Now don't go to puttin' anything into the paper about our going away. We start at 4 o'clock, and I reckon we'll be gone pretty near a month. I need the rest, and Mrs. Simpkins was getting kind of run down. Of course I know how anxious you newspaper men always are for an item, but we're plain people and don't want any notoriety. My wife always likes to see "Simpkins" spelt without a 'p,' but the old-fashioned way is good enough for me. Well, I know an editor's time is valuable, so I'll say good day. If I come across any murders or anything while I'm gone I'll let you know about them."

LOOKING FOR A MESSAGE.

Detroit Free Press: "Boy!" he said to the new-boy who had opened the door of the shop to sell "Papers!"—"boy, you vhas a shwindler, und I doan' buy some more papers of you"

"What did I do?"

"You sells me a paper last night, und I took him home und hunt all oaver und doan' find dot message."

"What message?"

"Dot message by der President."

"Why, the President don't have a message but once a year. It came out long ago."

"Ish dot so? He came oudt und I doan' see him. Und he doan' come no more?"

"Not for a good while yet."

"Vhell, dot explains, und I beg your pardon. You can leaf me a paper some more, und if he doan' send some message in, maybe I can find if somepody hurt himself or vhas killed. No President's message, eh? What vhas dot President doing all der time? Why do we pay him feefy tousand dollars a year?"

THE new census of India gives the population 2 March, 1888, as 269,477,728, of which 60,684,378 belonged to the native states. Distributed according to religion, in round numbers, the Hindoo population in millions, is about 190; the mohammedans, 41; "aboriginals," 6½; buddhists, 3½; christians, nearly 2; sikhs, nearly 2; jains, 1¼; while Parsees, Jews and others are comparatively very few. The Church of England has nearly 360,000 members, other Episcopalian churches 20,000, the Church of Scotland the same number, "other Protestants" 138,000, Roman Catholics nearly 1,000,000, and Syrians, Armenians and Greeks over 300,000. About 106,000,000 males and 111,000,000 females are neither under instructions nor able to read or write. Details are given of 109 different languages spoken. Hindustani comes first with over 82,000,000, then Bengali with nearly 40, Telugu with 17, Mahratti 17, Punjabi 16, Tamil 13, Gurmukhi, Canarese, Ooriya, Malayalam, Sinpi, Burmese, Hindi, Assamese, Kol, Southali, and Gondi come next in order. Next to Calcutta, Bombay and Madras, Hyderabad is the most populous city in India, Lucknow coming next.

Burlington Free Press: A worthy deacon in a Vermont country town was discovered by his pastor one Sunday morning sawing an armful of wood for the kitchen stove. The surprise of the discovery caused the deacon to drop his saw in consternation.

"I—didn't suppose you'd see me, parson!" he sterted.

"Ah," replied the good man, severely, "you must remember, deacon, that there is One higher than I, who sees every evil act you commit."

"Yes, parson," assented the deacon; "but then He doesn't make such an awful fuss about it."

THE Pennsylvania Railroad Company has changed its plans of elevating the tracks through Jersey City to meet the objection of the Board of Works. The track line has been elevated so as to avoid the cutting down of the grade of the street crossings, as at first proposed. There will be thirteen feet or more headway at each of these crossings. Green street, in Jersey City, will be closed.

NOT SO WEALTHY AFTER ALL.

New York *Star*: The statement was published Saturday that John D. Rockefeller, the president of the Standard Oil Trust, was worth \$129,000,000. The statement was made on the authority of a personal acquaintance of Mr. Rockefeller, who itemized the wealth as follows:

Standard Oil stock	\$40,000,000
Premium on Standard Oil stock	28,000,000
Real estate	10,000,000
Lead Trust	2,000,000
Railroad stocks and bonds	20,000,000
Natural Gas stock	4,000,000
Bank stock	5,000,000
Manufactured Gas stock	3,000,000
Steamboat stock	1,000,000
Mines in Utah and Wisconsin	4,000,000
Cash on hand	2,000,000
Miscellaneous	10,000,000

A reporter of the *Star* endeavored to verify the statement, but found it impossible to do so, as Mr. Rockefeller was at home sick, and his secretary could not be found at his office in the Standard Oil building, No. 26 Broadway.

William Rockefeller, brother of John D., although very busy, stopped his work long enough to make a brief and characteristic comment. "It's absurd, ridiculously absurd, on the face of it," he said. Several bankers and brokers were called upon, but they declined to give any estimate of the wealth of Mr. Rockefeller. Mr. Wormser seemed to voice the general opinion when he said: "I never saw Mr. Rockefeller's balance-sheet, and have no idea what he is worth, but I believe he is really in very comfortable circumstances."

It was the opinion of many of those seen by the reporter that if the amount of his wealth is correct, as stated, he is the richest man in the city, and, perhaps in the country. Sidney Dillon, who has been known for years as a financial giant, is supposed to have only about \$12,000,000. Pierre Lorillard is thought to have \$15,000,000, and H. O. Armour about \$18,000,000. Russell Sage, Charles L. Tiffany, H. O. Havemeyer and George Westinghouse are understood to be running a neck-and-neck race for fortune, with \$30,000,000 each. Above that figure are none, except John H. Starin, \$45,000,000, the Standard Oil people, the Vanderbilts and Jay Gould, the latter being said to stand at the top with a round \$100,000,000.

A prominent lawyer in the office of W. E. D. Stokes, No. 146 Broadway, who has watched the rise and fall of many fortunes, said: "The wealth popularly ascribed to the great millionaires is to a great extent fictitious. Their wealth is estimated not by what it is actually worth, but by the amount of income that it produces. For instance, a man buys a piece of property, we will say for \$1,000,000. By giving his whole time to it and handling it properly he derives from it an income of \$200,000. That is 20 per cent. of the original price, but he considers the property as being worth \$4,000,000 to him and as bringing in only 5 per cent.

"Some fifteen or twenty years ago John Jacob Astor bought a piece of property on lower Broadway, on which was an old hotel and a lot of tumble down shanties. He paid \$40,000 or \$50,000 for it, and in place of the old buildings he put up, at a cost of half a million, the Boreal building. Now they reckon that

building at two or three millions, simply because it produces a big income.

"Take the Vanderbilts. The family is considered to be worth two or three hundred millions. They are not worth anything like that amount. They own possibly, one-half the stock of the New York Central railroad. That road is worth very little more than it was when old Commodore Vanderbilt bought it up. Of course, there are more cars and engines, but many of the stations and much of the road-bed is the same as it was then. But they have increased the stock. By clever handling and careful, judicious management it has been made to pay a large amount of interest on the original investment. Whether they could sell it at their own price is still another question, and doesn't affect the real value of it or the amount they put into it.

"If they sold it slowly, in small lots, and bought in occasionally to cover their real design, they might succeed in getting rid of it at their own price; but if they were to declare that they would sell all of their property to-morrow the price would undoubtedly drop. It is the same with the Rockefellers. If the announcement was made that Mr. Rockefeller would sell out all of his property at once, it would lose three-fourths of its value, I have no doubt. And, by the way, I wonder what the Standard Oil Company would be worth if the supply of oil should give out suddenly.

"In the times of the oil craze a man would buy an acre of land for \$500. For \$5,000 more he would have all the paraphernalia of an oil well erected. Then he would strike a 300 barrel well, and would hold the land at \$1,000,000. The principal was really worth nothing. It was the interest or the amount of oil produced that was valuable. In a year or two the oil would stop short, and the man would sell his well and land for \$5. Sooner or later I think the oil will all stop in the same way, not to speak of the danger of losing the European markets, when the oil wells of Russia on the Black sea are properly developed. I understand, however, that Mr. Rockefeller was trying to get control of the Russian oil field a year or two ago, and he may have succeeded. That, however, doesn't contradict the truth of my proposition that the estimate of immense wealth is often to a large degree fictitious."

DOM PEDRO.

A Berlin paper relates this story by way of illustrating the kindheartedness of Dom Pedro: Some years ago a woman in Berlin was deserted by her husband. A few months later she received a letter and some money from him, but these missives soon ceased and the woman was left in the greatest poverty. When Dom Pedro was in Berlin, she begged for an audience and told him her story. He promised to do all he could on his return to Brazil. Some time elapsed and the woman thought the Emperor had forgotten her, when one day a letter arrived from her husband inclosing money for her to come to Brazil. He related that a high official had one day called on him and told him that the Emperor wished to see him the next day; and at their meeting Dom Pedro made him promise to send for her.

COST OF HORSE RACING.

Commercial Advertiser: A certain sage who lived long ago is credited with having said that for every wise man in the world there were ten full-fledged fools. Since then the proportion may have been increased somewhat. If the story told by a professional gambler last evening is true, the percentage of foolish persons has certainly not decreased any since the days of the sage.

"How much do you suppose it costs New Yorkers—by that I mean New York city and vicinity men—for horse racing every year?" said the gambler.

"Well, I've been figuring it up," he added, "and as near as I can estimate, it costs to support seven race tracks, hundreds of horses, jockeys, stable-boys, trainers, book makers and all other expenses of racing, at least \$8,000,000 a year. It costs about \$250,000 to keep seven race-tracks in order alone. These are the Westchester track, or Morris Park, Monmouth, Sheepshead and Brighton, the summer tracks, and Elizabeth, Clifton and Guttenberg, the winter tracks. Then there are small expenses like printing, advertising, say \$50,000, salaries of judges and starters, somewhere about \$30,000 or \$60,000 more, and endless other expenses. Now add to this the expense of feeding, sheltering and taking care of 500 horses, to say nothing of jockeys' fees, and the sum goes far into the millions.

"Do the owners of stables pay these expenses? Not much. All of the big stables come out ahead every year, so do the racing associations, jockeys, stablemen, trainers, starters and emphatically book-makers. The public pay for everything. They pour their money in at the gate; roll it out at the book-makers' stalls, pay double for everything sold at the track, and the book-makers, venders and others turn over a certain percentage to the racing association.

"Perhaps a round \$1,000,000 is spent in car fare by frequenters of the race tracks in a year, but the chief thing to be considered is the money the public pay for the privilege of backing their opinion. Right here let me say that there is but one way to bet on a horse race. Never bet unless you go to the track, and then make a small bet in the French mutuels. If you bet against a book-maker, remember you are betting against a man who makes a business of what you make a pastime.

"Racing associations fleece the gamblers or book-makers, who in turn fleece the golden public. Take, for instance, these small winter tracks over in New Jersey now. They couldn't exist if it wasn't for the privilege money paid by from thirty to fifty book-makers. This money pays for the keep of the track and purses, and the incidentals come from gate receipts. Figure the expenses of one day's racing at Clifton—a little one-horse-track. Say 2,000 persons go to the races and pay \$2 apiece to get there, including admission to the grand stand. That is \$4,000 gone somewhere. Of these 1,000 will lose an average of \$10 apiece, which makes \$10,000. Some will win, but fully one-half will lose on the best days although the average is oftener about two-thirds or three-quarters losers. The public pay, therefore, about \$20,000 to \$30,000 a day to the book-makers. There is a mistaken idea that book-makers dislike to pay money that is won. Some persons even taunt the

book-makers when they cash a ticket at the track. The truth is a book-maker is well satisfied to cash every fourth ticket, whether on a favorite or short horse. It gives him a customer or victim. All he wants is that his customers shall come again, come every day for a month, and then figure how the cash account stands. No man has ever followed horse racing for three seasons and come out ahead, when he was on the outside. Few can come out even on one week, month or season. The chances in favor of the book-maker in the long run are 1,000 to 1, and if it wasn't so horse racing would have died a natural death long ago.

"The regular summer racing season will be inaugurated next year with purses amounting to a fortune. Fully \$400,000 or \$500,000 will be staked on the result in bets. Of this fully one-third will go to the book-makers as clear profit. Should short horses win the the races, perhaps three-quarters will go to them. Now the question is, is horse racing worth \$8,000,000 a year to the 100,000 race-goers who pay it?"

THE DWARFS OF INTERIOR AFRICA.

London Times: The fact now seems clearly demonstrated that at various spots across the great African continent, within a few degrees north and south of the equator, extending from the Atlantic coast to near the shores of Albert Nyanza (30° north latitude), and perhaps even further to the east, are scattered communities of these small negroes, all much resembling each other in size, appearance and habits, and dwelling mostly apart from their larger neighbors, by whom they are everywhere surrounded. Our information about them is still scanty, and to obtain more would be a worthy object of ambition for the scientific traveler. In many parts, especially at the west, they are obviously holding their own with difficulty, if not actually disappearing, and there is much about their condition of civilization and the situations in which they are found to induce us to look upon them, like the bushmen of South Africa and the equally diminutive negroes of the Indo-Malayan regions, as the remains of a population which occupied the land before the coming of the present dominant races. If the account of the Nasamoniens be accepted as historical, the river they came to flowing from west to east must have been the Niger and the northward range of the dwarfish people far more extensive twenty-three centuries ago than it is at the present time.

THE BUREAU DRAWER.

A woman's bureau drawer will hold half a ton of clothes,
A parasol, some bandboxes, and goodness only knows
How many scores of other things within it she may store,
And yet there's always lots of room for twice as many more.
But give a man that self-same drawer and just one pair of socks,
An undershirt, some dirty cuffs, an empty collar-box,
And when he's put them in it, its capacity he'll glut,
And fill it up so awful full he'll never get it shut.
Chicago Herald.

THE VOLUNTEER ORGANIST.

The gret big church wuz crowded full uv broad-cloth an' uv silk,
An' satin rich as cream that grows on ol' brindle's milk;

Shined boots, biled shirts, stiff dickeys an' stove-pipe hats were there.

An' doods 'ith trouserlions so tight they couldn' kneel down in prayer.

The elder in his poolpit high, said, as he slowly riz:
"Our organist is kep' to him, laid up 'ith roomatiz,
An' as he hev no substitoot, as brother Moore ain't here,

Will some 'un in the congregation be so kind's to volunteer?"

An' then a red nosed, drunken tramp, of low-toned, rowdy style.

Give an interductory hiccup, an' then staggered up the aisle.

Then thro' thet holy atmosphere there crep' a sence er sin,

An' thro' thet air of sanctity the odor uv ol' gin.

Then Deacon Purington he yelled, his teeth all sot on edge:

"This man purfanes the house er God! W'y this is sacrilege!"

The tramp didn' hear a word he said, but slouched 'ith stumblin' feet,

An' sprawled an' staggered up the steps, an' gained the organ seat.

Hethen went pawrin' thro' the keys, an' soon there rose a strain,

Thet seemed to jest bulge out the heart, an' lectrify the brain:

An' then he slapped down on the thing 'ith hands an' head an' knees,

He slam-dashed his hull body down kerflop upon the keys.

The organ roared, the music flood went sweepin' high an' dry,

It swelled into the rafters, an' bulged out into the sky.

The ol' church shook an' staggered, an' seemed to reel an' sway.

An' the elder shouted "Glory!" an' I yelled out "Hooray!"

An' then he tried a tender strain that melted in our ears.

Thet brought up blessed memories and drenched 'em down 'ith tears;

An' we dreamed uv ol'-time kitchens, 'ith Tabby on the mat,

Uv home, an' luv, an' baby-days, an' mother, an' all that!

An' then he struck a streak uv hope—a song from souls forgiven—

Thet burst from prison-bars uv sin, an' stormed the gates uv Heaven:

The mornin' stars they sung together,—no soul was left alone,—

We felt the universe wuz safe, an' God wuz on his throne!

An' then a wail uv deep despair an' darkness come again.

An' a long, black crape hung on the doors uv all the homes uv men:

No luv, no light, no joy, no hope, no songs of glad delight.

An' then—the tramp, he staggered down and reeled into the night!

But we kweh he'd told his story, tho' he never spoke a word.

An' it wuz the saddest story thet our ears had ever heard:

He hed tol' his own life history, an' no eye was dry thet day.

W'en the elder rose an' simply said: "My brethren, let us pray."

S. W. Foss.
Yankee Blade.

ARE ALL MEMBERS BROTHERS!

A. O. U. W. Guide, St. Paul: This question naturally comes up to the frequent attention of Lodge rooms, when they hear the names of members called out by the financier as having paid their dues and benefits, but who otherwise are not known to the officers or members of the Lodge. There may be a long roll of names, but they never answer to the call. There was a time in the history of each one, when the term brother was applied; and doubtless at the time these members assumed the obligations they really believed they were becoming an integral part of the Order, and that indeed and truth they would become brotherly members of the Order. Now, there is a difference, even between the words brothers and brotherly. Apart from the idea of kinship, brothers in a society, in a lodge, in a church, etc., represent a body of men closely united by some common tie, interest, or rank, profession, fraternity, credit, or belief. In this meaning, the term is general, and does not reach the finer meaning of the term growing out of kinship. The term "brotherly," however, brings the members of the different classes into a closer relationship, affecting the emotion and sensibilities.

The mere fact that any person has joined a society or lodge, by which he comes under the designation of brother, does not bring him into that closer relation of brotherly member, without he becomes one of the members in the activities of the society or lodge.

Does the member of the society or lodge, who contents himself with simply paying his dues and assessments, regard the society or lodge as anything but a business agreement? Suppose every other man in the lodge contented himself with a passive membership, would he be among the first to step forward and say that he would assume part of the responsibilities of organization? We do not believe he would. Why, then, should he be regarded as a brother? He does not recognize any other member as a brother; why, then, should he be called a brother? 'Tis true, in a general way, we are kin to all mankind, and in this view, belong to the great brotherhood of man; but for any closer relation this member cannot be classed as a fraternal brother.

CHEWING-GUM STATISTICS.

New York Sun: Superintendent of the Census Porter recently received a letter suggesting that statistics be gathered relative to the chewing-gum habit. A visitor at one of the up-town hotels, last week, is the proprietor of a chewing-gum factory in Elkhart, Ind. Speaking of his factory, which is one of the smallest and least important in the country, he said: "Thus far this year we have made and sold \$400,000 worth of the stuff. We employ 150 men and girls, and we ship to jobbing houses in every large city in the country. There are in the United States alone fully a dozen large factories, employing as many people as we do, and in most cases more. The annual output of the factories will average \$450,000 per year, making a total production of more than \$5,000,000, and there are enough smaller confectionery establishments to increase the annual production to at least \$6,000,000.

OUR LODGE.

We are here a band of workmen,
All united, strong and true,
With the watchword of our Order
Evermore before our view.

And, as each day passes onward,
Let each workman do his part
In the glorious temple building,
Now so dear to every heart.

Let us build on good foundation,
Charity, the corner-stone,
So that all who may come after
Will rejoice at what we've done.

In the duties yet before us
Many bright hopes our bosoms cheer,
Nerving arm, and brain, and muscle,
Casting out all doubt and fear.

Knowing well that all around us
Whose Protection all may share,
Will not fail when called to render,
In that hour a brother's care.

In that hour, so near or distant,
When for each his work is done,
And the call to higher duty
Bids us hasten one by one.

Then the angel Death, whose coming
May be nearer than we think,
Will be met with welcome greeting,
As we stand upon the brink

Of that dark and silent river,
Whose cold waves now beat the shore.
Soon we'll see the loved ones waiting;
There we'll meet to part no more.
J. H. L., in Western Workman, Sioux City, Ia.

CHANGED HIS MIND.

A young man about twenty-three years of age, dressed like a farmer, had his feet on the car seat in front of him and was reading a novel, when one of the boys went over to him and observed:

"I've just made a bet of five dollars on you."

"On me? What is it?"

"I've bet five dollars that you will suicide within a week. I've been watching you very closely for the last half hour, and all signs indicate melancholy and despondency. Have you selected any particular line of killing yourself—poison, the rope, drowning or hanging?"

"Did you actually bet five dollars?" anxiously asked the young man.

"I did."

"Pay if you lose?"

"I'll have to."

"That's too bad. I wish I could have seen you last week."

"Why last week?"

"Because I then had the ager every day right along—two cows were sick on my hands—my girl had gone back on me, and I expected a windmill man was going to beat me out of four hundred dollars. I did kinder think of suicide."

"But now?"

"All is changed. Cows got well—ager all gone—gal has set the day for next Wednesday, and the windmill man is straighter than a board. Durn my hide if I hain't going to try and live five thousand years!"

A WATER POWER IN NEVADA.

[Alvin D. Brocker, Overland Monthly.]

One of the most remarkable instances of electrical transmission of power has only recently been accomplished in the State of Nevada. On the world-famous Comstock Lode and the almost equally famous Sutro Tunnel. At the Nevada Mill there is a 10-foot Pelton water wheel, which receives water through a pipeline delivering water from the side of Mount Davidson under a head of 460 ft., giving 200 horse power. Here the water is again caught up, delivered into two heavy iron pipes, and conducted down the vertical shaft and incline of the Chollar Mine to the Sutro Tunnel level, where it is again delivered to six Pelton water-wheels, this time running under a head of 1,680 ft. Each of the six wheels is but 40 in. in diameter, weighing 125 lbs.; but with a jet of water less than five-eighths in. in diameter they develop 125 horse-power each. On the same shafts, which revolve 900 times a minute, are coupled six Brush dynamos, which generate the current for the electric motors that drive the stamps in the mill above ground. The result is that, where it formerly took 312 miners' inches of water to operate 35 stamps but 82 in. are now required to run 60 stamps. This is the most enormous head of water ever used by any wheel, and by itself constitutes an era in hydraulic engineering. A solid bar of iron thrown forcibly against this tremendous jet rebounds as though it had struck against a solid body instead of a mobile fluid. The speed of this jet, where it impinges against the buckets of the wheel, is two miles a minute—176 ft. a second.

There is another quality of these extraordinary wheels which renders them absolutely without a peer in a large family of prime-movers. This is the immense power exerted per pound of weight. Those in the Chollar Mine, for instance, give out 1 horse-power for every 1.8 lbs. of weight. If there is anywhere a motor which begins to compare with them in this respect, I have never been favored with knowledge of it. And it seems there is no limit outside of that which sets bounds to the head of water itself, to prevent further progress of the wheel in the same direction.

THE BIRD OF JOVE.

Indianapolis News: A farmer named Frank Engleman, living a few miles west of Nashville, was attacked by a fierce, full-grown gray eagle on Friday evening when on his way to town. When first noticed the bird was at great height in mid air. A minute later it dropped down upon Engleman with a shrill scream, striking him with terrific force, and burying its talons in his clothing and flesh. Engleman was on horseback and at a great disadvantage. Before he could dismount he was badly clawed by the bird. He was without weapons, and could only defend himself with his bare hands. The fight lasted fully an hour, the eagle plunging at him from every quarter. Twice did the man attempt to run, but each time the great bird threw itself in his way and prevented his retreat. At length he caught it by its talons, and with hands and feet succeeded in slaying it. The bird measured six feet four inches from tip to tip.

THE LITTLE SOLDIER.

"When I'm big I'll be a soldier,
That's what I will be;
Fight for father, fight for mother,
Over land and sea!"
And before him on the table
Stood in bright array
All his little wooden soldiers,
Ready for the fray,
Then he charged his little cannon,
Singing out with glee,
"When I'm big I'll be a soldier,
That's what I will be!"

By the firelight sat the mother,
Tears were in her heart,
Thinking of the swift time coming
When they two must part.

Soon the shadow fell between them,
Soon the years flew by;
He has left his little mother.
Left her—perhaps to die.
All the laughter gone forever,
All the sunshine fled;
Only little mother praying
By his empty bed.

Then there came a dreadful battle,
And upon the plain
Crept the little mother, seeking
Some one 'mid the slain,
But she never found her darling
In the white moon gleam,
For the little cannon firing
Woke her from her dream.
All a dream! He stood beside her,
Singing out with glee,
"When I'm big I'll be a soldier,
That's what I will be!"
J. L. Molloy in Temple Bar.

THE TROUBLESOME "WELSH RABBIT."

San Francisco Chronicle: He was a San Franciscan in the played-out city of London. He came from the West, where he had developed that independence and self reliance which, combined with good looks and twenty-dollar gold pieces, made a man superior to all Europe. He strolled with graceful dignity into a gilded bar, over which presided a divinity of superb physical form, but still a woman, with an air which only an English bar-maid can possibly put on—an air of mingled conceit, pride, coquetry and humility. She awaited his order. He was dressed in the latest fashion. He threw the lapel of his coat back with a proud gesture, and fixing his fascinating eye on the bar beauty, he said:

"Tell me, my pretty maid, what can you suggest for a man who ate a Welsh rabbit last night and does not feel well this morning?"

She did not smile; she did not appear to be affected by the appearance of his swelling chest or his wicked eye; she simply said:

"Why didn't you heat two Welsh rabbits and let 'em chase each other?"

MISUSE OF THE WORD "OUTLAW."

New York Tribune: We are falling into a queer use of the word "outlaw." Properly it means a person excluded from the benefit or protection of the law; but as ordinarily used it simply means any criminal who succeeds in eluding the clutches of the law. There are no genuine outlaws in this country now, although we read of outlaws every day.

REUBE'S MISTAKE.

It was election day in a town in Tennessee, and while the crowd of men on the streets seemed good-natured and inclined to peace, there were several old pioneers who shook their heads and remarked that such a condition of affairs boded no good. One old farmer beckoned his son into a public stairway and said:

"Look-a-here, Reuben, don't you start no fuss around yere to-day."

"Fur why?"

"Kase the man who starts a fuss is gwine to get chewed to strings in no time. This crowd is ornery, Reuben."

"Hain't I gwine to tell old Parke that he stole our hogs?" queried Reuben.

"No, sir! He'd breed 'a fuss quicker nor scat. You jist hold yerself level, Reube—mighty level."

Reuben promised to, and then slanted his hat on his ear and sallied out to spit over his shoulder, hunt old Parke up and call him a hog-thief. He had scarcely got the words out of his mouth when something hit him and he dropped, and in less than two minutes there was fighting for two blocks up and down the street. Reube's old father was in the bar of the hotel taking a drink. The sounds of conflict brought him out just as Reuben crawled up the hotel steps. He had a broken nose, a broken jaw, two black eyes, a scalp wound, a cut hand, and was almost naked.

"Is that you, Reube?" shouted the old man, as he bent down to get a closer view.

Reube nodded his head.

"Found old Parke and called him a hog-thief, I reckon?"

Another nod from Reuben.

"Well, I told ye, and now, durn your good-fur-nuthin' hide, I hope you won't be able to dig sassafras fur six months to come! Howsumever, bein' as a row has started, and bein' I'm allus to home when thar's fightin', I'll sail in and warm up a leetle."

TOO MUCH "FERGITTING" FOR HIM.

New York Tribune: Senator Colquitt, of Georgia, delights in telling a story of his efforts at missionary work among the Afro-Americans in the vicinity of his home. He selected as a specimen text "Uncle Gabe," a former slave, who had learned to read in a very crude way, and to whom he had offered \$5 if he would read the Bible through to the end. Gabe accepted the offer and took away with him a brand new Bible and began his wrestle with the Scriptures. Two weeks later Gabe returned, Bible in hand.

"Well, Gabe, how did you like the book?"

Gabe hesitated to reply and was pressed further.

"Well, Marse Colquitt, I tells you how it is. I don't like de book, nohow."

"Explain yourself; I don't catch your meaning," said the Senator. "What part of the Bible did you read, Gabe?"

"I reads, sah, until I gits to whar Abraham fergits Isaac, and Isaac fergits Jacob, and Jacob he fergits Joseph, and den I reads no moah. Dere is too much fergitting, sah, to suit me."

WHAT WE WANT.

All hail the dawn of a new day breaking,
 When a strong armed nation shall take away
 The weary burdens from backs that are aching
 With maximum labor and minimum pay;
 When no man is honored who hoards his millions,
 When no man feasts on another's toil,
 And God's poor suffering, striving billions
 Shall share his riches of sun and soil.

There is gold for all in the earth's broad bosom.
 There is food for all in the land's great store,
 Enough is provided if rightly divided;
 Let each man take what he needs—no more.
 Shame on the miser with unused riches,
 Who robs the toiler to swell his hoard,
 Who beats down the wages of digger of ditches,
 And steals the bread from the poor man's board.

Shame on the owner of mines whose cruel
 And selfish measures have brought him wealth,
 While the ragged wretches who dig his fuel
 Are robbed of comfort and hope and health.
 Shame on the ruler who fides in his carriage
 Bought with the labor of half paid men—
 Men who are shut out of home and marriage
 And are herded like sheep in a hovel pen.

Let the clarion voice of the nation wake him
 To broader visions and fairer play,
 Or let the hand of a just law shake him
 Till his ill gained dollars shall roll away.
 Let no man dwell under a mountain of plunder,
 Let no man suffer with want and cold.
 We want right living, not mere alms giving,
 We want just dividing of labor and gold.

Ella Wheeler Wilcox in New York World.

AN UNFORTUNATE MILLIONAIRE.

Philadelphia Press: A tall, erect man, of forty-five years, strolled along Chestnut street, yesterday, idly looking at the passers-by who thronged the thoroughfare. He wore a derby hat, a dark top-coat, and carried a stick of the most approved pattern. His clothing was cut in the latest style, and his heavy Vandyke beard proclaimed him to be a man of fashion. For convenience he may be called Mr. Clinton, and he lives in New York. Mr. Clinton was left an orphan with \$60,000 income, when he was fourteen years old. Since then he has been everywhere, and has seen everything. He has made two trips around the world, has hunted silver-tips in the great divide, and has killed tigers in the jungles. He has been on a Polar expedition, and has tramped through portions of South America. Mr. Clinton is at home in Siberia, and would not be lost in Hong Kong's crooked streets. Yet, as he said last evening, he is the most miserable man on earth. He never married because so many girls lay in wait for his money, thus making him very suspicious. He doesn't know what to do now to kill time. He is by no means unknown as an ethnologist, and is an authority on certain gases. He is musical and fond of pictures and books. But everything bores him. Just now he is especially melancholy. Last summer one of his cousins was taken seriously ill, and a nurse from Philadelphia was called into requisition. The nurse is a magnificent specimen of womanhood, tall, lithe and agile, possessing eyes, and teeth, and hair that perfectly charmed young Mr. Clinton, who has been all over the world. Her manners and conversation captivated him. He fell in love, proposed—and was rejected. Since July he has been "getting miserabler and miserabler," so he says, and has proposed twice more to the nurse.

HUNGARY RASCALS.

New York Sun: A mare's nest of remarkable dimensions has just been discovered in Karlowitz, a small city in South Hungary. The rich patriarch Angyelic died there at 2 o'clock in the morning a short time ago. Within twenty minutes a high ecclesiastic, Lemajic, and a prominent financier and political economist, Stojanovic, had plundered his strong box of 6,000 florins, 1,600 of which they gave as hush money to the guards and chamberlain. Half an hour later Dr. Milan Dimitrijevic, Professor in the Karlowitz College and director of a savings bank, crossed off the patriarch's gold watch and a diamond cross. The next day Dr. Gruic, editor of the government sheet, *Serbski Narod*, secured through Lemajic two of the patriarch's marriage certificates, already signed and sealed, though not otherwise filled out. Gruic altered these certificates so that they read as the patriarch's notes for 5,000 and 12,000 florins respectively, payable to him on demand, filed them in the proper court, and got a judgment against the dead patriarch's estate for 17,000 florins. One of his fellow conspirators betrayed him to the police, however, and he, Lemajic, Stojanovic, and Dimitrijevic are now behind the bars. The whole affair has turned Karlowitz topsy-turvy. The arrest of Dimitrijevic was followed by a run on the bank of which he was director, and the police had to be called out in a body to prevent a riot. In commenting upon the scandal, a Hungarian daily says that Angyelic's estate is only one of forty or more which, within the last twenty years, have been plundered immediately after the death of the owners. Before the body of the patriarch Rajacsic was sold, it says, six big chests full of gold and silver were stolen from his bed chamber. Twelve thousand florins were removed from the cap on the head of the dead Bishop of Vojnovics within five minutes after he breathed his last. The ducats were stolen from the hat of the dying Bishop Hranislav while he was still conscious. In Croatia and Slavonia, the region around Karlowitz, the high ecclesiastics protect as much of their money as possible from theft by carrying it in their caps. On this account a Bishop in that part of Hungary always keeps a tight hold of his cap when it is not on his head or locked up in his strong box at home.

HELL IN JAPAN.

The Japanese language has no equivalent for our word "hell," but has the word "jigoku," instead. Jigoku consists of: (1) Eight immense hot hells, ranging one beneath the others in tiers. Each of these hells has sixteen additional hells outside its gates, like so many ante-chambers, so that there are in all 136 hot hells. (2) There are eight large cold hells, each with its sixteen ante-hells, making the same number of cold that there are of hot hells. Besides these 272 hot and cold hells for the offenders of the common sort, the wily Japs have arranged for twenty mammoth hells of utter darkness, into which will be consigned the lost spirits of children who take the name of Dai Butsa, or Great Buddha in vain.

A SNAKE-BITE CURE.

An Indian in Southern California Has Found a Sure Antidote.

[California correspondence New York Tribune.]

Hereafter when camping out parties are formed the demijohn full of snake bite cure will have to be replaced by a bundle of weeds, for T. K. Fisher, an old citizen of Santa Barbara, who is familiar with the habits of the California Indians, claims to have found out their remedy for rattlesnake bite, which is a species of the plant *Euphorbia*. Dr. S. Weir Mitchell, of Philadelphia, recently stated in an article, which has been copied by the California press, that no specific was known for the virus of the rattlesnake. Mr. Fisher saw this statement and contradicted it, saying that the plant referred to was a sure cure, and he even goes so far as to state that the snakes themselves, when bitten, will make use of the remedy. This receives corroboration from Frank Smith, who lives at Whitewater, in San Bernardino county, on the edge of the Desert. He speaks most of the Indian dialects. The weed, he says, is a *Euphorbia*, and is common through California and Arizona. It is a vine-like plant, radiating from a center, growing close to the earth; the leaf resembles the clover, but is less than half as large. When a stem is broken a milky exudation follows, similar to that of the "milkweed" of the East. Mr. Smith gives this as the method of application: The green weed should be mascerated in water, the skin about the bite scarified, and the pulpy mass of the plant placed on it and rubbed well into it; this should be repeated at intervals for fifteen or twenty minutes, and then a poultice of the same plant should be bound on and left. Mr. Smith holds that within forty-eight hours all symptoms of poison will disappear. So confident is he that in "The Banning Herald" he offers to settle the discussion with Dr. Mitchell in Western style by offering to bet \$500 or \$1,000 that with the *Euphorbia* he can cure any case of rattlesnake bite, and he will allow Dr. Weir to pick out his own snake. The Mexicans know the weed and call it *Golondrino*.

A FAITHFUL MECHANIC.

Jay Harper, a blacksmith of North Harpersfield, N. Y., according to a local paper, has stood by the same old forge in the same old shop almost every week day for thirty-eight years. The old shop and tools show marks of service. The floor where Mr. Harper stands by the forge has worn through twice; the bellows handle that was made when he commenced business is still used, but it has worn off until it is sharpened to a point by the constant wear of his hand upon it. A hickory hammer handle shows the impression of his thumb and fingers from long and continuous use.

The brick of the forge chimney have been worn away more than an inch by wagon tires being turned against it while heating on the forge. The cinders that fall from the hot iron when pounded have been allowed to accumulate around the anvil block all this time, to the amount of ten or twelve bushels.

The large pine tree that now overshadows his shop was but a sapling when he commenced business.

PENTECOST'S IDEAS OF FREEDOM.

The following appeared in a recent issue of the *Twentieth Century*, and express in terse and pointed sentences friend Pentecost's ideas on the following subjects:

As a human being who should be free I demand:

1. Absolute freedom to think, write, speak and print whatever I please.

2. Absolute freedom to use vacant land.

3. Absolute freedom to issue money.

4. Absolute freedom to trade.

5. Absolute freedom from compulsory taxation.

To accomplish this personal freedom I demand:

1. The immediate and unconditional cessation of all censorship of the mails and the press.

2. The immediate and unconditional cessation of property in vacant land.

3. The immediate and unconditional cessation of restrictions on the issue of money and on trade.

4. The immediate and unconditional cessation of compulsory taxation.

And I call on all editors, writers, speakers, clergymen, and all other men and women to coöperate with me in attempting to influence public opinion in favor of such absolute personal freedom.

MUTUAL APOLOGIES.

Scottish Nights: The head waiter of the B—Hotel, Edinburgh, is rather a pompous individual and the frequenters of the hotel quickly learn that he is not to be trifled with. One day at dinner an old Englishman lost a valuable silk handkerchief, and as the head waiter was standing before him he accused him of stealing it. The waiter, speechless with anger, pointed to the chair on which the Englishman was seated, and the latter rose and observed that he had been sitting on the missing article.

"I—I beg your pardon, sir," said the Englishman, penitently.

"I beg your pardon, sir," replied the waiter, firmly.

"Why?" asked the astonished Englishman.

"Oh, because you only made the slight mistake of taking me for one of your countrymen, but I made the great mistake of thinking you a gentleman."

WATER WITH GOOD BODY IN IT.

Washington Post: Mr. E. D. Price, the manager of Richard Mansfield, was about to take a drink of water at the Continental hotel, in Philadelphia, the other day, when he stopped and said to a porter:

"This water smells as though it had seeped through a graveyard."

"Yes, sah," said the porter, "it do run through de cemetery, sah, but it's de mos' fashionerble cemetery in the city, sah, an' de mos' respecterble folks is buried dar."

HE WOULD TAKE CARE OF HER.

Munsey's Weekly: Marie—I am willing to marry you, Charles, even if you are poor, but do you think you can take care of me, anyway?

Charles—Oh, darling, by this strong right arm raised to heaven I swear that I will support you always, even if I have to take in washing for you to do.

And they were married.

THE PRAYER OF THE ENGINEER'S WIFE.

New York *Railroad News*: [Who thinks of the engineer on the railway train and of our dependence upon his character for sobriety and devotion to duty? Some of this calling are pious, prayerful men. A lady, devoted to her Sunday-school duties, visiting the home of an engineer's family, was unspeakably moved by the account the wife gave of her anxieties and of her prayers and of her husband's reliance upon her intercessions. Night after night she was accustomed to await the whistle of his train as it flew by her little cottage. Its meaning and use between them this young Christian has turned into verse, that truly extracts poetry out of the railway. I trust the public will excuse the "anonymous," for once, as it is the writer's "first appearance," and she is as modest as she is gifted. I greatly admire the deep sense of sympathy with the *heroic virtue* of an ill-appreciated class, which so young a writer has embodied in touching verse.

A. Cleveland Coxe.]

The night has led her sparkling stars

Far up the evening sky:

Before me all the dewy fields

In peaceful silence lie;

The gentle murmur of the stream

Falls sweetly on the ear,

And evening lamps begin to gleam

In dwellings far and near;

Slowly the creeping, silvery mist

Velleth the woods in white.

Dear Lord, to Thee I lift my heart,

Protect my love to-night.

For as the sweet departing day

Looks backward with a smile

To tell us it will come again

To gladden us a while,

From yonder busy railroad town,

Where ceaselessly all day

The noisy engines, up and down,

Ply their resistless way.

At this calm moment, clad in strength

And terrible in might,

Flies forth the train my dearest drives

Along the track to-night.

I hear the thundering sound afar,

And through the darkness dim

I strain mine eyes—perchance I may

Catch one swift glimpse of him.

And hark! the friendly engine shrieks

Right loud and merrily!

Through it my love, my dearest, speaks,

Bidding "Good-night" to me.

And as the cheery signal sounds,

My anxious heart grows light.

It speaks so clear: "Pray for me, dear,

In my wild race to-night!"

HE.

"Pray for me, dear; for all who drive

The swiftly speeding train

Need watchful eyes, courageous heart,

A steady hand and brain.

It is no light or common weight

The engineer must bear;

Hundreds of lives the burden great

Intrusted to his care!

But knowing that my wife doth pray,

I feel that all is right;

That God will guard me on my way

Along the track to-night."

SHE.

"As far amid the mighty hills

The distant rumbling dies,

From this dark earth I look above

To yonder starry skies.

While all is wrapt in gloom below

All shines in brightness *there*,

And he who dwells on high, I know.

Will grant my earnest prayer.

O Thou, to whom the darkness deep

Shines ever as the light,

Whose Watchful Eye doth never sleep,

Protect my love to-night."

THE MEANNESS OF RICH WOMEN.

[Mrs. Lynn Linton.]

To women, who are housekeepers and marketers of the nation, is primarily owing this rage for cheapness which is to be had only by sweating and grinding the faces of the unfortunate workers and producer. It is the women who beat down prices. The richest will do it without a blush. Women to whom £100 more or less in the year's expenditures mean an inappreciable nothing will haggle with a laundress over a penny. They will beat down a flower woman and make her take penance for a shilling, and their conscience will not prick them, and their self-respect will not suffer.

They hold themselves justified in taking away their custom from the local trades-people, if thereby they can effect a saving, which cripples the poor folks and does not benefit themselves. They grudge all percentages which enable the poor to live and save. They think wages are extravagantly high for the under servants, though pride and that severity which commands the market make them pay illegally for pampered upper-class domestics.

At clearance sales they buy "bargains" they do not want, when they are perfectly well able to pay the full price for things they really want. More than this, they—these ladies of birth, education and means—come down into the labor market, and by their capital and connections thrust aside the small workers who have neither. In the exhibition of ladies' ware, now so fashionable, how much is done by women really needing money, and how much by those who simply desire to have more than they need? All of us know women of ample fortunes who do not disdain to make money by means which take away so much bread from the hungry. This, by the way, goes deeper and lower than the class-called of ladies.

In the well-to-do middle classes, where the girls of a family have no pressing need to do anything at all, they add to the general income by keeping themselves. As they have only themselves to keep, and this not of absolute necessity, they pull wages still lower down than need be by working for small pay. These well-to-do workers damage the labor market for women more than might appear at first sight.

MAUDIE'S HAIR.

Boston Courier: Yellowy, who is waiting for his sweetheart to dress, is being entertained by her little sister.

"What beautiful curling hair you have," says Yellowy to the little girl; "does it curl naturally?"

"No," answers the little one, frankly; "Sister Maude does it up in papers for me every night."

"And does your sister Maude do her own up in papers, too?"

"Nop. She just throws hers on the bureau and curls it next morning."

THE RIVER CLYDE VS. THE ST. LAWRENCE.

[Glasgow Correspondence Boston Herald.]

The Clyde is the most astonishing of rivers. It astonishes you, in the first place, by seeming so little worthy of its majestic reputation. It is very narrow, so narrow, indeed, that, if you are accustomed to the arts which the canny Scots practice, you will wonder how they contrive to launch the giant steamships which have carried the renown of the Clyde to every quarter of the planet; for some of these steamships are half as long again, or nearly half as long again, as the river is wide.

The Clyde astonishes you, in the second place, by its horrible color and by the horrible stench that arises on occasion. For the stream serves not only as a river, it not only bears a very large share of the commerce of the world, but it also serves as a sewer for a district containing a round million of inhabitants, and some of the greatest and busiest and dirtiest manufactories which it is possible to conceive. The Glaswegians are confronted with a serious problem, which is nothing less than the purification of the Clyde. This is quite the subject of the hour. For narrowness and dirtiness, no river of repute can compare with this, which flows through the commercial capital of Scotland. But even these attributes are not the most astonishing things about the Clyde. What is most interesting, I think, is the fact that the Clyde, as you see it to-day, is the work of human achievements. There is an old story which is worth repeating here.

A patriotic Glasgow man, who was taken to the noble eminence of the Dufferin terrace at Quebec by an equally patriotic native of the Dominion, was expected by his guide to gaze with wonder and with awe upon the magnificent St. Lawrence.

"Now," said the Canadian, in a moment of natural enthusiasm, "now, there is a river. You can show nothing like that in Scotland."

"Ah! I dinna ken so much about that, my friend," replied the Scotchman, "there is the Clyde."

"The Clyde," scornfully retorted the Canadian, "why, you could pour a dozen Clydes into the St. Lawrence and not raise the water line on the cliffs a single inch."

"Ah! weel, weel," responded the gentleman from the land o' cakes, "weel, weel, that may be so, but you must remember that the St. Lawrence is the work of the Almighty, and we made the Clyde ourselves!"

The Glasgow men certainly did "make the Clyde themselves." One hundred years ago, or thereabouts, this renowned river, which now gives the world its greatest vessels of iron and steel, had a depth of water, at low tide, in what is now the harbor of Glasgow, of only eighteen inches. Now the largest steamers are built on the banks of this very stream and great numbers of them ply regularly up and down. The river has not only been deepened, but in various places it has been widened to three times its original breadth. The work of dredging has been constant, and is constant still. But something more than dredging had to be done by the energetic Glaswegians. At one part of the river there was a bed of rock, 900 feet long and 300 feet wide, through which a channel was excavated.

During the last forty-five years the dredging machines of the Clyde have worked 509,095 hours, and they have raised 35,205,242 cubic yards of material. Last year the dredgers worked 12,928 hours and dredged 1,530,500 cubic yards of material. Figures of this sort enable the stranger to form some idea of the work that has been done, and has continually to be done, to give Glasgow rank as the third city of importance in the United Kingdom.

ONE of the most curious characters in all Maine is a man of the name of George McIntire, who is a monomaniac on the subjects of mathematics and poetry—a unique combination of hobbies, by the way, that is probably without a parallel in the history of this if not all other countries. McIntire's abnormal appetite for algebraic problems, trigonometry, logarithms and the like is equaled only by his fondness for poetics, and his remarkable propensities for these has gained for him a more than local reputation. Over sixty years of age, he has led an existence that has been precarious to say the least. His natural aptitude for, and proficiency in the branches mentioned, has never so much as obtained for him the price of a single meal. He lives in a miserable garret in the poorest quarter of Biddeford, and subsists upon the scraps given him by charitable friends. No problem in the higher mathematics is too abstruse for his solving, nor any poem of note too lengthy for his remembrance. He has but to read a poem once to recite it verbatim, which he is prepared to do at any future time. From the writings of Shakespeare, Milton, Dryden, Pope, Scott, Byron, and most of our prominent American writers of verse, he recites at random, nor, is he a recitationist only, for he turns a rhyme himself with dainty neatness, which, he invariably destroys, disdaining to sell the products of his muse for publication, preferring it appears to be supported by charity or starve. He is in verity one of nature's interesting freaks.

A TELEGRAPHIC DECLARATION.

'Twas last summer, when vacation brought a blissful breathing spell,
And the townsman sought the pleasures of the rural hill and dell,
That I saw her at the station as her fingers white and small
Moved with dextrous grace in answer to the telegraphic call.
And now, down in my pocketbook, 'mongst papers worn and dry,
Is a fragment upon which I often look with fondest eye:
I found it on the floor one day, when all her work was through,
And upon it there was written simply:

How many times I've wondered who the happy soul could be
Whose name was lingering in her thoughts and wished that I were he!
She had a smile as winsome as the daisies that were bright
In the moonlight by the roadside when I saw her home one night.
I had talked to her quite often as the days went swiftly by,
And when I took the train at last I did it with a sigh.
I like to gaze upon it when I've nothing else to do—
That little scrap of paper with its

Washington Post.

A WOMAN'S POCKET.

He's new to matrimonial cares
Who volunteers to run upstairs
And fetch a trifle, more or less,
His bride left in some other dress.
Believe me, Nature ne'er designed
That mortal man should ever find
A woman's pocket.

He opens wide a closet door,
Each hook so full of robes galore,
That ere he finds the proper gown
Each dress in turn has tumbled down.
Into the packet hole at back
He thrusts his arm. Alas! alack!
'Tis not a pocket.

He drags it out in his despair,
And spreads it over an easy chair.
Lifts up each tuck and fold and seam,
Walks round and round as in a dream.
He's much too good a man to swear,
Yet undevoutly wonders where
She keeps that pocket.

He grabs it up and rushing down,
Upon her lap tosses the gown;
"In truth you are the 'better half'
If you can find— Why do you laugh?"
"I laugh because you've brought me here
A petticoat, my hubby dear,
To find a pocket."

COULD NOT LIE.

An Anecdote of a Clerk and a Famous Merchant.

St. Louis Republic: One day A. T. Stewart walked into one of his departments, and taking up a piece of goods, asked one of his salesmen if it was all wool.

"No, sir," he replied, "it is not all wool, but it would sell easily for all wool."

"Well, sell it as all wool," said Mr. Stewart.

"But it isn't all wool, Mr. Stewart," pleaded the young man.

"You do as I want you to, please," responded Mr. Stewart, as he walked away.

Some time later in the day a buyer was looking over these goods, and the same man was selling him.

"These are all wool, are they not?" the buyer asked.

"They're not all wool, but very near it," answered the salesman.

The next day Mr. Stewart sent for the salesman and said:

"I understand that you propose to represent my goods differently from what I wish you to. If I overlook the mistake of yesterday will you do as I wish in the future?"

"I will be very glad to do anything that you wish me to do, Mr. Stewart, except to lie," responded the young man.

"Do you consider it a lie to call a piece of cloth all wool, when, with a little cotton it contained, it was really a better material than all wool?"

"Yes, sir."

"Well, you can draw your money and go."

Before the young man had left the store he was brought back to Mr. Stewart's office, received important instructions and was sent to Europe to carry them out. He was afterward frequently employed by the merchant prince to transact business which required strict integrity.

THE TYRANNY OF CORBIN.

National Car Builder: The Philadelphia & Reading is nothing if not paternal with its employes, but the evidences of fatherly care are generally of the Draco order, that delights in inflicting suffering. Several decades of the most ruthless oppression appears to have crushed the spirit of resistance out of the men who have had the misfortune to be thrown, by force of circumstances, into the service of this corporation, whose methods would be a disgrace to Russian despotism. But the practice of meek submission to unmanly edicts does not appear to relieve the men from numerous new acts of petty tyranny. The average officer of the road appears to be above trampling wantonly upon the wretched employes, even when the spirit controlling the corporation encourages them to do so; but there is one superintendent, named Bonzano, who seems to delight in prodding new goods into the wounds which the blows from his iron rod always keep raw. This creature, some time ago, intimated that the Reading would tolerate no man in its employ who belonged to labor organizations, and an order was sent into effect which resulted in chasing all the men off the road who had failed to quit the Brotherhoods. Encouraged by this success and the weakness of the men remaining on the road, this man has been pursuing a course which makes onlookers believe that he is trying to see how much petty tyranny American citizens can endure without revolting. The latest product of this animal's ingenuity for torture is the enforcing of an order that trainmen shall trim their beards after a special Reading formula. This followed an order regulating the buttoning of coats. The penalty of disobeying the idiotic orders of this asinine martinet is dismissal from the service. This human terrorist cannot torture the people who come in his way without the connivance if not the encouragement of his superiors. The Reading company has been practically ruined through fighting with the employes, and the officers now responsible for the acts of such contemptible reptiles as Bonzano, ought to remember that there is a limit to human endurance, even for men who have no union behind them. Apart from the disgusting immorality of the senseless oppression is a very expensive luxury indulged in toward railroad employes. We know of no employer who is more dependent on the hearty cooperation of his help than a railroad company trying to operate economically. With hostile help the richest railroad will soon find its way on the road to ruin.

A PUZZLED GRANGER.

New York Ledger: A farmer read in an agricultural journal: "A side window in a stable makes a horse's eyes weak on that side; a window in front hurts his eyes by the glare; a window behind makes him squint-eyed; a window on a diagonal line makes him shy when he travels, and a stable without windows makes him blind." The farmer has written to the editor of the agricultural paper asking what effect a window without a stable would have on his horse's eyes.

A NEW CLUB CAR.

One of Four Carrying Commuters Between Plainfield and New York City.

The Howard Club, a body of New York business men living in Plainfield, N. J., and headed by Mr. L. E. Howard, of the fancy goods trade, has exchanged its old club car on the Central New Jersey for a palace on wheels. The new club car cost \$15,000, and comes from the Harlan & Hollingsworth shops at Wilkesbarre. It is 72 feet long and 9½ feet wide. The exterior is painted an olive green, with the name Howard in plain gold script on the sides. The rattings and brakes are of iron and coppered brass, and the whole car is as solidly built as a Pullman sleeper. Two six-wheeled trucks carry it comfortably along, while the lucky members privileged to occupy it with their families loll in big mahogany arm chairs. You enter by a narrow little aisle at one end, on each side of which are closets for a lot of purposes. The steam heater is boxed up by itself. A swinging door opens into the first compartment, richly furnished and carpeted. The decorations are in mahogany and oak, with a light pencilling in gold color on the ceiling. Gas lamps with brass ventilators hang from the ceiling, and the sliding ventilators running along the car top are fitted with stained glass. The windows have double panes 2x3 feet in size with flexible cloth curtains. Between the windows are mirrors fitted into false doors unlocked with keys. The little closets are for cards and other things to make the moments fly. Below the mirrors card tables are laid against the wall. There are four leather cushioned chairs to each table, and on the other side are twelve Bank of England arm chairs with leather backs and foot cushions. A swinging door opens into the next compartment for the smokers. It has ten arm chairs and four card tables. The decorations are as in the first compartment. The door at the end has a little aisle and storm door, with leather-seated alcoves on each side instead of closets. The partition dividing the car has a big leather-cushioned sofa three feet high on each side, and above that the partition is of plate glass, the swinging door being to one side instead of in the center. When full this traveling palace will hold seventy-five persons. It is attached to the 7:58 train leaving Plainfield in the morning and makes the return journey at 5:30 in the afternoon. The old club car is being refurnished for a new commuters' club. When it is put on the road again there will be four club cars running on the Central from Plainfield.

ABOUT MEN.

Atchison Globe: A man who attempts to flatter you takes you for a fool.

Man, like the fire, is apt to torment women by going out at night.

A good many are unable to prove that the world owes them a living.

A lucky man: a man who marries a widow whose first husband was mean to her.

The poorer a man is the more apt he is to refuse the pennies you give him in change.

There is always something for a man to do: when everything else fails he can worry.

SLEEPING CAR TROUBLES OF WOMEN.

Buffalo Express: This is the season when thousands of people who have comfortable homes are cherishing vivid impressions of nights spent in uncomfortable sleeping cars.

People of wealth and refined breeding are returning from the summer resorts, from Europe, the sea shore and the mountains. For most of those who live in inland cities this return necessitates a long journey in a sleeping car. One night at least, perhaps two or three days and nights of continuous travel, are passed in the sleeping or drawing-room coaches.

Not even the most fastidious can reasonably find fault with the construction of these cars, on purely æsthetic grounds. Beautiful woods, polished metals, beveled mirrors, embroidered hangings, silk upholstery and rich carpets are lavishly provided. Possibly—there is room for doubt—the best ventilating arrangements that can be devised, consistent with keeping out cinders and dust, are made, but waive that. Certain it is that during the hours of daylight the discomforts of travel are transformed into pleasures by occupancy of the shining carriages with which the name of Pullman, or Wagner, or Mann is associated.

It is, however, with a sleeping car as a car for sleeping that a man's inventive genius lags. Especially in woman's behalf ought some new devices to be hit upon. Most women who travel in sleeping cars are accustomed to considerable privacy in their hours of retirement at home. When they travel in the sleeping car, how is it?

When the porter has made up her berth, madam crawls behind the curtains. Let us mercifully suppose it is a lower berth, and omit the disclosures of the top shelf. If madam would get any rest behind those loosely buttoned curtains she must at least unfasten her clothing, let down her hair, and take off her shoes. More than this she seldom does attempt. A tight-sleeved dress-waist is about as comfortable a thing to sleep in as a suit of armor would be, but unless she is a veteran traveler, or more than ordinarily indifferent to possible observation, she will not attempt to remove it. In the morning she puts herself together as well as she can behind the curtain, and scurries to the toilet room, where every woman in the car contends for the use of limited privileges. When all this ordeal is over and madam resumes her seat in the midst of the confusion, the porter is making up the berths, one after another, as their occupants leave them, and there is a procession back and forth through the narrow aisle of unwashed men, most of them far more undressed than the refined woman cares to see.

It is not necessary to finish the picture by painting in more of the disagreeableness with which every one who travels is familiar. The wonder is that the experiment of providing separate sleeping apartments for women has not been tried ere now by the builders. A bulkhead across the car which should cut off certain sections adjoining the women's toilet room and reserve them for the night use of women travelers, while not an ideal arrangement, would commend itself to the traveling public, and would reduce in the eyes of the modest woman the terrors of a night and morning in a sleeping car.

W'EN DE CRICKETS AR' A-CHRPIN'.

W'en de summer days ar' come, an' de air ar' pure
an' sweet
Wid de perfoom ob wild flowers fum de lea,
An' de yell-heart daisies 'spray de green grass
'neaf yer feet.
An' yer h'ar de buzzin' ob de honey-bee:
When de sun hit ar' a-hidin' 'hind de cloud-banks
in de wes',
An' de peaceful ebenin' twilight's come at las',
An' de hull airf seems at res'—dat's de time whut I
laks bes'!
W'en I h'ar de crickets chirpin' in de grass.

W'en de yowls dey ar' a-hootin', and de whippo'
will ar' callin'
Fum de woods down by de clear an' tricklin'
stream,
An' de lightnin' bugs ar' sparklin' troo de shadders
dat ar' fallin',
An' de bright light from de glow-worm hit ar'
seen—
Den I sits outside mer cabin-do' upon mer liddle
stool,
An' dreams ob all de good ole day's whut's pas',
W'ile de ebenin' breeze ar' blowin' fum de medder,
fresh an' cool,
An' de crickets ar' a-chirpin' in de grass.

W'en de ole toads ar' a-pipin' dere sharp notes fum
'mong de trees,
An' de song-birds dey hev all gawn to der res',
An' de lowin' ob de cattle comes a-stealin' on de
breeze—
W'y dat's de time dis yere coon luks de bes'
An' I jes' sits dar a-lin'nin' an' a-starin' all aroun'.
W'ile a magic spell appears to hol' me fas';
But 'bove de res' I loves to h'ar de dreamy, lullin'
soun'
Ob de chirpin' ob de crickets in de grass.

W'en life's pilgrimage am ober, an' I'm laid beneaf
de sod,
Fur away fum scenes I lubs so mighty well,
Dis aperit' 'll return—wid de sankshun ob its God—
Mebbe, I say, an' who kin surely tell?
But whut I'll sometimes sit yere in de golden twi-
light glow,
An' fore my aperit's eyes loved forms 'll pass.
W'ile I listen to dat dear ole soun'—dat soun' whut
I loves so—
De chirpin' ob de crickets in de grass!
George W. Sounden,

THE VOICE OF LABOR.

Cosmopolitan Magazine: The world seems to be stretching its limbs and turning uneasily in its second stage of the dawn which precedes awakening to the dignity and necessity of labor, for it is now fashionable to believe that not part but all of its sons and daughters must learn to labor. No longer do we hear the crude cry of the French revolution: "Down with the rich man," but the more civilized one of "Down with the idle classes." "There must be no idle classes," says the optimist, and further, "If the interests of production do not require it, the interests of morality do." Tolstoi goes to his plow to teach the world by example; Bellamy writes a book that has already profoundly stirred a million hearts; Henry George, in England, and Padre Agostino, in Italy, all discuss the one subject—equitable division of property, and still more important, equitable division of toil. The things they say are uncomfortable for some of us. We yawn and rub our eyes. Can this be an awakening to the purer Christianity, which means highest civilization? The world has become alert: it is listening for every footfall along its pathway of advance.

A LOCOMOTRESS.

"I ran across a woman engineer once," said an engineer to a Chicago *Herald* reporter. "Her father used to own a big saw mill, and, being an engineer himself, he taught the trade to his daughter. She was a little wild, I guess, and ran away from home to take an engine on a little narrow guage track in the Arkansas woods, dressing like a man and wearing her hair short. Then she got a freight train on the Iron Mountain road from Poplar Bluff to St. Louis. She held that until she went to sleep one night and ran plump into a freight on a crossing. Then she skipped, and turned up afterwards on the 'Q' road at the time of the big strike. I knew her father well and he often asked me if I saw her. Finally one morning when I was pulling out of Chicago on a Rock Island train I saw her backing a 'Q' engine down to the yards. I called her by name, and when I started out next morning she came to my cab, got on and rode out a way.

"I never saw her again till just before I quit the road. She came to me at Council Bluffs one night and wanted to ride to Chicago. She had no money and was discouraged, and I let her ride, although it was against the rules. She sat before me and ran my engine half the night. She seemed to be watching for something, and didn't talk much. At last, just before midnight, while we were passing through a stretch of woods, she threw over the lever, set the air brakes, and fetched the train up with bump inside of a hundred yards.

"What's the matter?" I asked. "Man on the track: don't you see him?" she said, and jumped to the ground. There was a man on the track, but I hadn't seen him before, and I didn't believe that she saw him when she stopped. Just then I heard a shot fired, and looking back saw a group of fellows trying to smash in the side door of the express car.

"Go ahead if you can, John," yelled the conductor. "Go ahead, for God's sake," came from the express messenger, and I let on the steam again. The man who had been lying on the rails was gone. We gathered headway rapidly and the fellows who had been pounding the door tried to get on the cars. But as the train went faster they jumped to the ground and escaped. The woman is in with a gang of train robbers and is doing good work for them. I shouldn't wonder if she made her scheme work some night and her pals will get a big haul. But they didn't take anything out of my train, and if I ever see her again I'll send her where she'll have lots of time to be despondent, and where she'll wish she never saw a steam gauge."

Scientific American: Nilsson remarks that the weight of the great Greenland or right whale is 100 tons, or 220,000 pounds, or equal to 88 elephants or 440 bears. The whalebone in such a whale may be taken at 3,360 pounds and the oil at from 140 to 180 tons. The remains of the fossil whale which have been found on the coast of Ystad, in the Baltic, and even far inland in Wangapanse, Westergothland, betokens a whale which although not more than between 50 and 60 feet in length, must at least have had a body twenty-seven times larger and heavier than that of the common or right whale.

DANTE.

The singer who in Italy of old
Grew lean of sorrow and his great endeavor
To lead life by a passage high and bold
To gaze upon its destiny, while ever
Love to the living should out mercy hold—
They say was proud; nor could his own worth
sever

From what he claimed its due from men who went
Up and down Florence on light aims intent.

True! He who with an unclugged purpose lifts
His heart beyond whatever his eyes may reach,
Lays hard hands on himself and sternly sifts
For what in him is best and none may impeach;
So that unto mankind Heaven's gracious gifts
He may impart, and their high uses teach
By means most potent—he of joy forlorn,
May seem to meaner men a man of scorn.

With eyebrows drawn and sad, averted face
He walks beyond the outskirts of the crowd,
And with austere hand holds his robe in place;
Most silent when men's laughter is most loud:
A blind severity to all the grace
That vice from virtue steals. Men call him proud;
Yet he himself knows well what is his loss,
And his own hand his heart nails to the cross.

Had Love a secret that she hid from him?
Her graciousness and glory he had seen,
Her all-sufficing beauty was made dim,
He knew, because the purblind race of men
Sought first to find in her the Seraphim
Of their desires exalted to be queen,
Dethroning her they knew not; but he knew,
Yet, was there something hidden from his view?

Nay! All that eye could tell of her he knew,
And all that brain conceive or fancy draw.
Rapt in majestic vision high he flew,
Till on the clear steps of God's throne he saw
Her full beatitude, and to him drew
The sweetness of her look. Still pain did gnaw
His heart. But had she come with gentle breast
And leaned to him, perchance he had found rest.
Macmillan's Magazine.

IT MAY BE SO.

Indianapolis News: The Chicago & Alton Railroad, in its annual report, suggests the ownership of railroads by the General Government, and the organization of a corps of railroad operators, who shall remain in the service during good behavior, and be in no greater degree under the influence of politicians or political parties than the army militant. It elaborates its suggestions, meaning it all to be what Artemus Ward calls "sarkasum." And yet it is not highly improbable that the railroad's sarcasm may become a very binding paraphrase of the truth. The governments of other people control the railroads, and yet no other people on earth has been so plundered by railroads as we American people. Aside from this there is a general awakening. There is a tendency toward having for the common weal that which is created by the common industry; such as the value of franchises, for example. In this age of machinery, too, the means of transportation have come to be such an enormous and unique necessity and power that earlier views on the subject are not applicable. It made no difference beyond inconvenience, what a stage coach line might do; whereas a railroad line holds the industry, property, and, so to speak, the life of the contributory country in its grasp. As railroads are a new mode of locomotion, they have created new conditions, and may require yet other new regulations for common justice and the general welfare.

A TRUE WOMANLY ACTION.

A Street Incident That Carries a Lesson of Kindness.

"A fellow feeling makes one wondrous kind," said Garrick; and all tender helpfulness springs from the faculty of instantly putting one's self in another's place. The Rochester *Democrat* narrates a pleasant incident as having taken place in that city.

A gypsy woman was carrying a bouncing young "Romany," and the gay handkerchief she wore twisted about her head instead of a bonnet was on the point of slipping off and falling on the dirty sidewalk. Having both arms full of baby she could not readjust her headress, and her evident distress over what seemed a rather trifling matter seemed a fit subject for laughter to the bystanders.

Just then a handsomely dressed lady came along, and evidently took in the situation at a glance. She walked directly to the gypsy woman, smiled an "Allow me," reached across the not overclean baby, and with her dainty gloved hands tied the handkerchief under the woman's chin. Then she gave the repaired headdress a little twitch at the sides to set it straight and with another smile and that final pat with the hollow of the hand, with which all women put the finishing touch to a bow, went on her way.

We should be sorry to think such an act worth telling because it was unusual—though too many in the same circumstances would have considered it beneath caste to lend hands to a gypsy. The lady certainly did what any real lady would do.

HOW MANY AND HOW THEY LIVE.

Philadelphia Record: The human family living to-day on earth consists of about 1,450,000,000 individuals; not less, probably more. These are distributed over the earth's surface so that now there is no considerable part where man is not found. In Asia, where he was first planted, there are now approximately 800,000,000 persons, densely crowded; on an average about 120 to the square mile. In Europe there are 350,000,000, averaging 100 to the square mile—not so crowded—but everywhere dense, and at all points over-populated. In Africa there are 210,000,000. In America, North and South, there are 110,000,000 relatively thinly scattered and recently settled. In the islands, large and small, probably 10,000,000. The extremes of the white and black are as five to three; the remaining 700,000,000 intermediate brown and tawny. Of the race, 500,000,000 are well clothed, that is, wear garments of some kind to cover their nakedness: 700,000,000 are semi-clothed, covering inferior parts of the body; 250,000,000 are practically naked. Of the race, 500,000,000 live in houses partly furnished with the appointments of civilization; 800,000,000 in huts or caves with no furnishing; 250,000,000 have nothing that can be called a home, and are barbarous and savage. The range is from the topmost round—the Anglo-Saxon civilization, which is the highest known—down to naked savagery. The portion of the race lying below the line of human condition is at the very least three-fifths of the whole—900,000,000.

MY FIDDLE.

My fiddle? Well, I kind o' keep her handy, don't you know?
Though I ain't so much inclined to tromp the strings and switch the bow

As I was before the timber of my elbows got so dry,
And my fingers were more limber-like and caperish and spry.

Yet I can plunk and plunk and plink
And tune her up and play,
And I lean back and laugh and wink
At every rainy day.

My playin's only middlin'—tunes I picked up when a boy—

The kind o' sort o' fiddlin' the folks call corduroy;
"The Old Fat Gal" and "Ryestraw" and "My Sailor's on the Sea"

Is the cowillions that I saw when the ch'ice is left to me.

And so I plunk and plunk and plink,
And rosum up my bow.

And play the tunes that make you think
The devil's in your toe.

That's how this dear old fiddle's won my heart's endurin' love!

From the strings across the middle to the schreechin' up above—

From her aperrn, over bridge, to the ribbon round the throat,

She's a woolin', coolin' pigeon, singin', "Love me" in every note!

And so I pat her neck and plink

Her strings with lovin' hands,

And list'nin' clost, I sometimes think

She kind o' understands!

James Whitcomb Riley.

THE TELEGRAPH SUGGESTED IN 1661.

The Rev. Canon Jackson, of Leigh Delamere, 'Chippenham, writes as follows to the *Bath Chronicle*: "Joseph Glanville, sometimes called 'Sadduceismus Triumphatus Glanville,' rector of Bath from 1666 to 1672, was a learned writer upon abstruse and mystical subjects, but in a style of which it is not always easy to catch the meaning. In one of his treatises, called 'The Vanity of Dogmatizing,' printed in 1661, chapter xxi, he is speaking of 'supposed impossibilities, which may not be so.' In the concluding sentence of the following passage he seems to have anticipated the electric telegraph: 'But yet to advance another instance. That men should confer at very distant removes by an extemporary intercourse is a reputed impossibility; but yet there are some hints in natural operations that give us probability that 'tis feasible, and may be compassed without unwarrantable assistance from daemoniac correspondence. That a couple of needles equally touched by the same magnet, being set in two dials exactly proportioned to each other, and circumscribed by the letters of the alphabet, may effect this 'magnale' (i. e., important result), hath considerable authorities to avouch it. The manner of it is thus represented. Let the friends that would communicate take each a dial: and having appointed a time for their sympathetic conference, let one move his impregnated needle to any letter in the alphabet, and its affected fellow will precisely respect the same. So that would I know what my friend would acquaint me with, 'tis but observing the letters that are pointed at by my needle, and in their order transcribing them from their sympathized index as its motion directs: and I may be assured that my friend described the same with his; and that the words on

my paper are of his inditing. Now, though there be some ill-contrivance in a circumstance of this invention, in that the thus impregnated needles will not move to, but avert from, each other (as ingenious Dr Browne hath observed), yet this cannot prejudice the main design of this way of secret conveyance: since it is but reading counter to the magnetic informer, and noting the letter which is undistant in the abecedarian circle, from that which the needle turns to, and the case is not altered. Now though this desirable effect possibly may not yet answer the expectations of inquisitive experimenters, yet 'tis no despicable item, that by some other way of magnetic efficiency, it may hereafter with success be attempted, when magical history shall be enlarged by riper inspection; and 'tis not unlikely but that present discoveries might be improved in the performance.'"

JOSH BILLINGS' PHILOSOPHY.

New York *Weekly*: I haven't much doubt the man sprung from the monkey; but what bothers me, iz, where the cussid monkey sprung from.

Most enny boddy thinks they can be a good paze and they can, but tew play the pool good iz nett handy.

It may be a little vexashus, but I don't konsider enny disgrace tew be bit bi a dog.

Abuse generally iz helthy, but sometimes it cum from so low a source that it don't do a manent good.

It takes more time and tallents tew be a suckers ful hippokrit than it duz tew be a Christian.

There are but few things that we suffer more misery from than we do from cowardice.

The cluss intimacys ov old age seem tew konsist: kompareing gout and rumatiss.

Mankind in general seem tew take about as mu pride in bragging ov their faults az ov their vices.

About the best that enny ov us kan do iz tew ke ceal our phailings.

Persons ov the koldest naturs, when they doler love the fiercest; so green wood when it grins burning makes the hottest fire.

Most ov the eccentricitys we meet with amunt men iz mere affektashun.

Pashunce iz a good thing for a man tew hav, provided he don't hav too much ov it; there iz a pou at which pashunce begins tew be ignorance.

Take the mystery out ov things and they lose w thirds ov their attackshun.

When a man iz thoroughly lazy, he iz good for nothing only tew shoot at.

There would be but mighty phew sekrets in th world if folks would tend tew their own bizness.

A BEERY BAD HABIT.

Danville Breeze: "Papa, what makes you hold your cup of tea up and blow across the top of it always? There are no flies on it, are there?"

"No, Johnny, no flies. But it is the result of a bad habit that you will probably know more about when you get older. I wouldn't mention it again if I were you."

TO UTILIZE A GREAT WATER POWER.

Fire and Water: A business transaction has just been consummated, according to advices from St. Paul, Minn., which involves a scheme to utilize the water power of the great Kakabikika Falls, a few miles from Port Arthur, Ont. Deeds have been recorded by which Thomas Marks, of Port Arthur, conveys to Dr. A. M. Eastman, of St. Paul, and R. J. Anderson of Minneapolis, representatives of a wealthy St. Paul, Minneapolis and Philadelphia syndicate, the property known as Kakabikika Falls, containing 480 acres and the water rights to the Kaministiquia River at that point. The river there is 350 feet wide, with a perpendicular fall of 100 feet, and can be developed to furnish 200,000 horse power.

The new proprietors propose to build at that point a Canadian Minneapolis. With this end in view a large tract of adjoining property has been secured which will give ample space for a city. A large amount of capital is behind the scheme, and it is proposed to build there flouring mills equal to those of Minneapolis for grinding Manitoba wheat; pulp and paper mills for utilizing the poplar forest adjoining; reduction works for turning the silver ores of the neighboring mines into bullion; blast furnaces, saw mills and factories of all descriptions for the output of which a market can be found.

Eventually it is intended to use a portion of the power for generating electricity, to be used not only for local purposes, but also to operate the silver mines. The Port Arthur, Duluth & Western Railway is extending its lines two miles to the falls. A branch of three miles will connect the Canadian Pacific with the new city. Engineers are now on the ground to make a complete topographical survey, in order that the plans may be made as complete as possible.

BRIGHT'S DISEASE.

Physicians Don't Know Much About and Can't Do Much With It.

Louisville Post: "What is this Bright's disease which carried off Judge Jackson, Mr. Wilder, Mr. James Carter and seems so prevalent among prominent people?"

"It is a name applied," said the physician, "to certain maladies first investigated and described by Dr. Bright, an English physician. The seat of the disease is the kidneys, and certain forms of it are inevitably fatal. Doctors make a distinction between four or five different maladies, all of which are called Bright's disease. But they all consist in some sort of degeneration of the kidneys. There is waxy degeneration, fatty degeneration, a shriveling up of the organ in question, and so on—but every one kills the sufferer in the end by means of uraemic poisoning. Sometimes a man may have the disease for years, while in other cases it may prove fatal in a few weeks. It comes on in the majority of cases so insidiously that the patient may not know there is anything the matter with him until he is past permanent relief."

"What are the causes?"

"It is frequently attributed to excessive use of

liquor, especially malt liquor. But this cause is by no means so frequent as the public imagines, and some leading medical writers deny that drinking has anything to do with it at all. I have known many cases where it killed men who were total abstainers from liquor all their lives. In my opinion it is much more often due to over eating than to over-drinking. It seems to be one of the results of this nervous dyspepsia, our national disease, caused by over-work and constant nervous strain. Heavy feeding with constant mental labor and lack of exercise is, I think a prevailing cause; while among the poor a low diet, damp houses and exposure will produce it. The doctors can't do much with the disease. Sometimes a patient seems to get well, but the physicians really can't tell what produced the improvement. A sufferer with chronic Bright's disease is very apt to drop off suddenly with some supplementary malady—especially pneumonia—which is almost always fatal in a nephritic sufferer. Forms of heart and brain trouble are also superinduced. The symptoms of Bright's disease are not distinctive until the last stages. So don't imagine you've got it unless a reliable physician tells you so. The prevention for it? Observe the common-sense rules of health as to diet, exercise, fresh air, sleep and work."

THE RARE URANIUM.

Uranium is classed among the rare metals. Its rarity is indicated by its market price, which is about \$12,000 a ton. This metal is found in Cornwall, Saxony and Bohemia; but up to the present time it has only been met with in isolated pockets and patches. A valuable find, however, of a continuous lode has been made at the Union mine, Cornwall. This discovery is regarded as unique in the history of the metal, for the lode is what is known as a true fissure vein, and the ore is found to contain an average of 12 per cent. of the pure metal, the assays going up as high as 30 per cent. in some parts of the lode. It is anticipated that this discovery will enable several important applications of the metal to be followed up. Uranium may, for instance, be used as a substitute for gold in electro-plated ware, inasmuch as with platinum and copper it forms two beautiful alloys, each having the appearance of gold, and the former also resisting the action of acids. On account, too, of its high electrical resistance, it is likely to be largely used in electric insulations.

THE MILE RECORD.

The English and American mile is . . .	1,760 yards.
The Scotch mile is . . .	1,984 yards.
The Irish mile is . . .	2,240 yards.
The German mile is . . .	8,106 yards.
The Dutch and Prussian mile is . . .	6,480 yards.
The Italian mile is . . .	1,766 yards.
The Vienna post is . . .	8,296 yards.
The Swiss mile is . . .	9,153 yards.
The Swedish and Danish mile is . . .	7,341.5 yards.
The Arabian mile is . . .	2,143 yards.
The Roman mile is . . .	1,628 or 2,025 yards.
The Russian verst is . . .	1,167 or 1,337 yards.
The Tuscan mile is . . .	1,808 yards.
The Turkish mile is . . .	1,826 yards.
The Flemish mile is . . .	6,800 yards.

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

OCTOBER, 1890.



Quarterly Dues Notice.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., October 1st, 1890. }

To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to section 50 of the Constitution, you are hereby notified that the dues for the quarter ending January 31st, 1891, (such an amount as may be determined by the several Lodges, provided in no case it shall be less than five (\$5.00) dollars), are now payable, and must be paid to the Collector of your Lodge on or before NOVEMBER 1st, 1890. This amount will be in full payment of all Subordinate Dues and Beneficiary Assessments levied by the Grand Lodge for said quarter, as provided in section 134 of the Constitution. All beneficiary members now enrolled, and all those admitted prior to January 1st, 1891, are liable for the full amount of Quarterly Dues for said quarter. All members initiated during January (from the 1st to the 31st inclusive,) are exempt from payment of Quarterly Dues for said quarter, as provided in section 131 of the Constitution. Any member failing to make payment as above provided, will be expelled from the Order, as per section 51 of the Constitution, said expulsion taking effect November 2d, 1890, and the Secretary is required to make due report thereof to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Notice to Secretaries.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., October 1, 1890. }

To Secretaries of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to Section 51 of the Constitution, you are required to report to the Grand Lodge as expelled all members who fail to make payment of their Quarterly Dues for the quarter ending January 31, 1891. The names of said members must be reported to you by the Collector of your Lodge not later than November 2d, and by you reported to the Grand Lodge immediately thereafter. Failing to report the names of expelled members as herein provided, the Grand Lodge will hold Subordinate Lodges liable for their assessments, as per Section 55 of the Constitution.

Fraternally yours,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Protective Fund Dues Notice.

OFFICE OF THE GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., October 1, 1890. }

To Members of Subordinate Lodges:

SIRS AND BROTHERS:—Pursuant to the action of the Second Biennial Convention of the Brotherhood held at San Francisco, Cal., from September 8th to September 15th, 1890, inclusive, you are hereby notified that Section 215 of the Constitution, providing for the collection of Protective Fund Dues, is suspended on and after November 1st and until otherwise ordered by the Grand Lodge, and Collectors will therefore make no collection of Protective Fund Dues, for quarter ending January 31st, 1891, nor until otherwise directed by the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Notice to Custodians of Protective Fund.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., October 1, 1890. }

To Custodians of Protective Fund:

SIRS AND BROTHERS:—Pursuant to Section 215 of the Constitution, you are required to forward to the Grand Lodge, not later than November 1st, a report of the Protective Fund of your Lodge for the quarter ending October 31st, 1890. Two blank forms have been forwarded to your Lodge for this purpose; one copy of your report is to be filed with the Lodge, and one copy to be forwarded to the Grand Lodge as above provided.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Notice to Receivers.

OFFICE OF THE GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., October 1, 1890. }

To Receivers of Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified, as provided in Section 56 of the Constitution, that no beneficiary assessment is required for the month of October, 1890, and that therefore none has been levied for said month.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

Beneficiary Statement.**RECEIPTS.**

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., September 1, 1890.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month of August, 1890:

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$156	73	\$76	145	\$84	217	\$34	289	\$50	361	\$118				
2	18	74	38	146	96	218	48	290	10	362	42				
3	422	75	188	147	68	219	90	291	76	363	112				
4	96	76	134	148	92	220	82	292	42	364	36				
5	188	77	268	149	392	221	88	293	42	365	46				
6	114	78	124	150	140	222	52	294	70	366	52				
7	70	79	74	151	98	223	44	295	44	367	38				
8	174	80	62	152	98	224	54	296	52	368	58				
9	194	81	216	153	56	225	28	297	68	369	66				
10	102	82	220	154	42	226	106	298	64	370	28				
11	148	83	124	155	62	227	60	299	92	371	36				
12	358	84	136	156	68	228	252	300	64	372	72				
13	24	85	148	157	42	229	50	301	58	373	80				
14	284	86	148	158	40	230	102	302	44	374	56				
15	96	87	58	159	80	231	106	303	30	375	40				
16	196	88	134	160	114	232	58	304	80	376	60				
17	64	89	16	161	36	233	38	305	46	377	80				
18	102	90	88	162	224	234	78	306	116	378	70				
19	92	91	64	163	54	235	112	307	94	379	66				
20	72	92	78	164	106	236	64	308	48	380	40				
21	146	93	124	165	110	237	138	309	88	381	60				
22	94	118	166	82	238	100	310	64	382	80					
23	38	95	244	167	90	239	88	311	50	383	56				
24	114	96	76	168	80	240	150	312	94	384	44				
25	122	97	170	169	302	241	202	313	54	385					
26	134	98	76	170	82	242	212	314	90	386	36				
27	148	99	194	171	48	243	30	315	132	387	42				
28	120	100	70	172	116	244	136	316	98	388	76				
29	58	101	30	173	94	245	142	317	88	389	58				
30	58	102	94	174	180	246	68	318	48	390	56				
31	58	103	186	175	106	247	106	319	32	391	58				
32	54	104	58	176	46	248	110	320	110	392	24				
33	98	105	74	177	70	249	66	321	38	393	44				
34	82	106	46	178	116	250	204	322	62	394	22				
35	52	107	154	179	64	251	162	323	14	395	46				
36	96	108	52	180	46	252	160	324	30	396	90				
37	72	109	96	181	22	253	66	325	62	397	42				
38	114	110	56	182	60	254	326	326	90	398	34				
39	58	111	142	183	106	255	52	327	74	399	34				
40	110	112	68	184	40	256	328	328	30	400	40				
41	78	113	114	185	52	257	82	329	24	401	64				
42	30	114	24	186	116	258	44	330	60	402	40				
43	114	115	64	187	64	259	86	331	58	403	42				
44	146	116	112	188	164	260	74	332	92	404	48				
45	128	117	94	189	82	261	60	333	168	405	80				
46	92	118	48	190	44	262	96	334	58	406	34				
47	162	119	48	191	90	263	124	335	68	407	44				
48	122	120	168	192	134	264	104	336	30	408	12				
49	92	121	102	193	56	265	130	337	114	409	22				
50	242	122	60	194	280	266	122	338	54	410	46				
51	94	123	200	195	64	267	78	339	82	411	56				
52	112	124	84	196	114	268	30	340	66	412	48				
53	72	125	56	197	94	269	78	341	56	413	34				
54	202	126	76	198	70	270	194	342	106	414	36				
55	64	127	88	199	86	271	62	343	44	415	128				
56	58	128	58	200	20	272	38	344	64	416	52				
57	326	129	188	201	64	273	116	345	28	417					
58	68	130	114	202	94	274	48	346	34	418	22				
59	166	131	100	203	122	275	72	347	32	419	48				
60	22	132	106	204	30	276	52	348	96	420	36				
61	148	133	206	205	104	277	24	349	80	421	32				
62	108	134	96	206	84	278	26	350	62	422	40				
63	76	135	80	207	128	279	36	351	28	423	44				
64	86	136	52	208	76	280	38	352	82	424	32				
65	78	137	56	209	80	281	64	353	60	425	24				
66	100	138	72	210	38	282	56	354	108	426	18				
67	152	139	38	211	112	283	82	355	62	427	30				
68	86	140	136	212	72	284	198	356	26	428					
69	80	141	210	213	42	285	128	357	70	429					
70	60	142	178	214	60	286	104	358	52	430					
71	148	143	98	215	114	287	98	359	62						
72	188	144	216	216	40	288	40	360	60						

Balance on hand August 1, 1890 \$56,558 75
Received during month 36,674 00

Total \$93,228 75

DISBURSEMENTS.

By claims, Nos. 261, 262, 263, 264, 265, 266, 267,
268, 269, 270, 271, 272, 273, 274, 275, 276, 277,
278, 279, 280, 281, 282, 283, 284 \$36,000 00

Total balance on hand Sept. 1, 1890 . . . \$57,228 75
Respectfully submitted,

EUGENE V. DEBS, G. S. & T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
18th and Dearborn Sts., Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
1702 N Main St., Joseph, Mo.

C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON 141 Pacific Ave., Jersey City, N. J.

GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
317 Bell St., West Philadelphia, Pa.

W. F. HYNES Secretary
985 Eleventh St., Denver, Col.

J. J. LEAHY 2827 Fremont St., Philadelphia, Pa.

SIDNEY VAUGHAN, Gloster, Miss.

C. J. SINGLETON L. Box 885, Mattoon, Ill.

Subordinate Lodges.**1. DEER PARK; Port Jervis, N. Y.**

Meets in Deerpark Hall, every Thursday at 7:30 P. M.

James H. Fordyce, 18 Church st Master
Patrick Smith Secretary
Chas. Snyder Collector
John Walsh 1 New York st Receiver
James H. Fordyce, 18 Church St, Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.

Thos. F. Doran Master
Chas. M. Hill, Box 145 Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Clint Williams Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.

James E. Welsh, 201 Pavonia ave Master
Chas. W. Martin, 121 Academy st Secretary
J. B. Sweet, 125 Academy St Collector
J. B. Sweet, 125 Academy St Receiver
S. Simpson, 100 Irving St., Rahway Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 53 Temple St., 1st and 3d Sunday.

Jas. E. Cook, St. John st Master
C. D. Getchell, 249 York st Secretary
A. E. Dennison, 23 Merrill st Collector
F. A. Huff, 47 Hanover st Receiver
F. H. Pember, 93 India St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30 P. M.

C. M. Dyer, Box 1273 Master
James W. Finney, Box 1273 Secretary
M. McCarthy, Box 1273 Collector
Wm. Crouse, Box 1273 Receiver
G. Corbett, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

F. W. Gratlot, Box 298 Master
Alexander Williams, L Box 212 Secretary
Harry Hart Collector
Fred. Showman Receiver
D. J. Roach, L Box 18 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCaulley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.

R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 29 Virginia Ave., S. W. Secretary
W. E. Bailey, 1009 New Jersey ave. S. E., Collector
J. B. May, 12 D st. S. E. Receiver
H. A. Wilvert, 29 Virginia ave., S. W. Mag. Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., alternate Saturdays at 2 P. M. and alternate Saturdays at 7 P. M. next.

Jerry Scott, 420 Morgan St. Master
M. L. Hain, 326 Hull st Secretary
T. W. Weaver, 700 W. Munson st. Collector
J. F. Cramer, 614 Owling st Receiver
Jas. K. Fairley, 406 Travis Ave. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.

F. J. Kistler, 212, 214 S. High St. Master
C. C. Cost, 996 Pennsylvania Ave. Secretary
Geo. H. Landon, Pan Handle rnd house, Collector
F. J. Kistler, 212, 214 S. High St. Receiver
Leonard Lawrence, 880 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

E. Manzelman, 12 Tremont st Master
S. R. Tate, 374 Jefferson st Secretary
A. G. Laubscher, 18 Seward St., West Cleveland Collector
T. P. Curtis, 41 W. Madison St Receiver
A. G. Laubscher, 18 Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.

Nathan Strouse Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 98 Receiver
Abram M. Vanatta Magazine Agent

42. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
W. R. Driscoll, 75 Fine st Master
M. Donahue, 49 Morgan st Secretary
Wm. J. Stone, 6 Seymour st Collector
P. J. McNamara, 70 Michigan St. Receiver
Jno. S. Bauld, 237 Elk St Magazine Agent

12. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

Alphus Galloway, Surdam ave Master
Jos. F. Nelman, 140 Pacific ave Secretary
Edward F. Jones, 111 Pacific ave Collector
Wm. J. Lewis, 225 Whitton St. Receiver
A. Neigert, 15 Hamilton St., Newark Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Wm. J. Hugo, 79 North Noble st Master
Geo. P. Kern, 77 E. Morris St Secretary
E. J. Kline, 631 North West St Collector
W. J. Hugo, 79 N. Noble St Receiver
Henry Zink, Van Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

Thos. Wilson, 238 Magdalen st Master
James Ashcroft, 240 Magdalen St., Point St. Charles Secretary
Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
H. J. Clarke, 154 Charron St., Point St. Charles Receiver
A. Blair, 32 Favard St Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.

Frank Dupell, 922 N 9th St Master
J. F. O'Reilly, 624 N 5th St Secretary
Henry Batersdorf, 208 N 12th St Collector
C. A. Bennett, 1004 N 9th St Receiver
E. W. Bundy, 702 N. 14½ St Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7:30 P. M.

O. E. Collins Master
L. V. Bowman Secretary
M. Devaney Collector
J. E. Platner Receiver
A. F. Gehm Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.

Albert Disney Master
John Ried Secretary
J. J. Day Collector
Rufus McCormack Receiver
J. F. Neary Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.

Jesse W. Swaney Master
Tom. J. Giffen, Box 83 Secretary
Henry Bowers Collector
Robt. B. Middlemiss Receiver
W. B. Van Horn Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.

Robt. W. Hoag Master
George C. Wells, Box 117 Secretary
George Morse, Box 400 Collector
John F. Taylor Receiver
Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.

Wm. Merkle, 810 Chambers St Master
D. R. Martin, 944 Chouteau Ave Secretary
Eli Giclas, 944 Chouteau Ave Collector
Wm. C. Linck, 2808 St. Louis Ave Receiver
F. W. Hinkley, 105 S. 20th St Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. F. Hall, 2d and 4th Sundays.

Daniel O'Connor	Master
Scott Busey	Secretary
S. Gibson	Collector
Jno. Heller	Receiver
S. Gibson	Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.

Joshua Proctor, Box 60	Master
John S. Ott, L. Box 523	Secretary
A. P. Josselyn, L. Box 563	Collector
John S. Ott, L. Box 523	Receiver
Joshua Proctor, Box 60	Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in Brotherhood Hall, Forest Ave., every Wednesday at 1:30 P. M.

I. B. Melville, Box 221	Master
Wm. Morris, Box 810	Secretary
Curtis Parsons, Box 205	Collector
Lot Brandenburg	Receiver
Charles W. Maier, Box 514	Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

H. C. Barron	Master
James Rogers	Secretary
James Rogers	Collector
W. H. Cummings	Receiver
N. Burlingame	Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays

Robt. Wilcox, Box 1240	Master
Fred Van Leshout, Box 885	Secretary
Corey Clark, Box 187	Collector
Thos. Williams, Box 908	Receiver
Chas. Rich	Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.

W. H. Coffey, 436 A Ave W	Master
Jos. R. Byerly, 408 G Ave. West	Secretary
Frank Hunter, 202 Second st W	Collector
W. C. Byers, 332 G Ave W	Receiver
Chas. K. Kimbro, 588 B Ave	Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.

Thomas Burney, Box 265	Master
Ralph O. Chamferlain, Box 267	Secretary
Lewis C. Clark, Box 105	Collector
Howard F. Jeffrey, Box 257	Receiver
F. J. Doran, Box 623	Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each month, corner Second and Main Sts.

John Humphrey	Master
J. H. Fulton, Box 706	Secretary
Alex. Mottershead	Collector
Lewis Leitner, Box 826	Receiver
C. F. Larsen, Box 301	Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.

W. E. Penn	Master
R. A. Corson, Box 1154	Secretary
A. Livingston	Collector
R. A. Corson, Box 1154	Receiver
F. C. Wight	Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Woodman's Hall, cor. 6th and Kansas Ave.

Jno. O'Connor, 1428 Santa Fe st	Master
Jno. W. Higdon, 1531 Commercial st	Secretary
Chas. Bennington, 1418 Santa Fe st	Collector
John O'Connor, 1428 Santa Fe st	Receiver
Frank Short, 1511 Main st	Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.

John McKenna	Master
Gus. A. Ebeling, Box 143	Secretary
Gus. A. Ebeling, Box 143	Collector
George McClure, Box 205	Receiver
Harry Stigall	Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.

Thomas E. Torpey	Master
C. H. Torpey	Secretary
Chas. W. Gallup	Collector
Wm. C. Gallup	Receiver
C. H. Torpey	Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.

J. M. Wright	Master
Chas. W. Koons, Chaney	Secretary
Frank Kinch, 8th and Stockholm sts	Collector
Thomas E. Bulen, 619 6th Ave	Receiver
Jos. F. Butler, 1705 S. 5th St	Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.

Thos. W. Monahan, Box 458	Master
J. F. Underwood	Secretary
Chas. F. Reiger, Box 205, Galena	Collector
James Lavell, Box 480	Receiver
J. W. Meyer, L. Box 77	Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Masonic Hall, 5th and Columbia Sts, at 2 P. M., Sundays.

Charles Ernst, U. S. Express Co	Master
Albert H. Kelley 98 Green St	Secretary
Geo. Smith	Collector
W. R. Johnson, 110 S 4th St	Receiver
	Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.

H. G. Cormick	Master
W. D. Holton	Secretary
H. H. Banks	Collector
Geo. C. Cairns	Receiver
T. J. Prickett	Magazine Agent

38. AYON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.

Thomas Doland, Box 318	Master
J. T. Burke, Box 318	Secretary
William O'Brien, Box 318	Collector
George Nursey, Box 318	Receiver
Alfred C. Sauls, Box 318	Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d Sunday and 4th Monday at 2 P. M.

J. C. Kane, 2701 6th ave	Master
Daniel H. Moroney, 8th Ave. & 27th St	Secretary
John F. Carney, 2225 Vine St	Collector
Daniel H. Moroney, 8th Ave. & 27th St	Receiver
Jas. Moroney, 2119 S Ave	Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.

W. E. Sage, 1110 N Mason st	Master
James Kerr, 712 W Locust st	Secretary
James Kerr, 712 W Locust st	Collector
Ed. W. Spreen, 708 N Mason St	Receiver
Thomas Powderly, 1208 Western Ave.,	Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.

Joseph Swable Master
Geo. W. Poor, Box 181 Secretary
D. A. Walker, Box 105 Collector
Geo. W. Poor, Box 181 Receiver
F. C. Parker, L. Box 173 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharps's Hall, 2d and 4th Sundays at 2:30 P. M.

Byron B. Wilber, 207 Park St. Master
F. Lawrence, 416 W. Milfin St. Secretary
John Harrington, 520 W. Main St. Collector
Byron B. Wilber, 209 Park St. Receiver
Frank Lawrence, 416 W. Milfin St. Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in Gewitz Hall, 10th and Olive Sts., 1st and 3d Thursdays.

W. E. Sullivan, 2219 S. 6th St. Master
W. E. Bristol, 516, cor 5th and Maple Secretary
W. E. Sullivan, 2219 S. 6th St. Collector
C. B. Ricker, 705 So. 10th st. Receiver
H. E. Slater, 906 Pacific St. Magazine Agent

44. F. W. AENOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.

Phil. C. Cramer, Box 68 Master
W. W. Gillis, Box 529 Secretary
Jacob Youngmans Collector
Phil. May Receiver
I. E. Goodin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.

T. P. Homard, 1106 W. Fourth st. Master
A. J. Bailey, 104 Ringo st. Secretary
William Smith, 208 S. Cross St. Collector
George Emery, 1009 North St. Receiver
Albert Wade, 1816 North St. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.

E. W. Row and, 901 Capitol ave. Master
C. G. Brittingham, 901 Capitol ave. Secretary
J. F. Magers Collector
S. A. Fudge, 1170 Jackson St. Receiver
C. G. Brittingham, 901 Capitol Ave Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.

Lawrence Murphy, 1474 Indiana Ave. Master
James Mulqueen, 45 E. 14th St. Secretary
James Mulqueen, 45 E. 14th St. Collector
H. E. Scanlon, 1515 Indiana Ave. Receiver
M. Jones, 1635 Wabash Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.

Wm. F. Scott Master
W. A. McMillan, 206 State st. Secretary
W. A. McMillan, 206 State St. Collector
George C. Watt, 617 1st St. Receiver
A. G. Elbertson, 711 N. Adams St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 8 P. M.

Wm. F. Slater, 422 N. Morgan st. Master
Dan Dineen, 587 N. Broadway Secretary
August Nalefski, Railroad ave. Collector
A. H. Sutton, 975 N. Water St. Receiver
E. J. Wilkins, 1890 E. William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M. and 2d and 4th Saturdays at 7:30 P. M.

Calvin M. Wolcott, 5001 State St. Master
W. H. Greene 4900 Dearborn st. Secretary
C. D. Dickerman, 5142 Dearborn St. Collector
T. G. Berry, 337 48th St. Receiver
F. C. Hannahan, 4087 Dearborn St. Mag. Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.

John S. Carson, Box 437, Station A, Springfield Master
Michael Gaffney, Box 277 Springfield Secretary
Geo. A. Hasler, Station A, Springfield, Collector
John S. Carson, Box 437, Station A, Springfield Receiver
Michael Gaffney, Box 277, Springfield, Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., 1st and 3d Sundays at 2 P. M. and 2d and 4th Mondays at 7:30 P. M.

Roger Flaberty, 722 Miami st. Master
J. A. Holland, 846 N. Sycamore st. Secretary
A. W. Cook, 1712 George st. Collector
F. P. Bean, 202 Bate st. Receiver
M. Porter, 1523 High St. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 130 P. M.

George Cheshire, 16 Neesho st. Master
H. M. Feagondollar, 118 Congress st. Secretary
Ira M. Hadley, 110 Neesho st. Collector
Howard Galey, 882 Congress st. Receiver
E. Bryson, 326 West st. Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.

J. H. Stannard, L. Box 242 Master
T. J. Clayton, L. Box 1451 Secretary
T. J. Clayton, L. Box 1451 Collector
J. T. Grimes Receiver
A. E. Cotty Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at K. of H. Hall, cor. 4th and Lewney Sts., 1st and 3d Thursdays at 7:30 P. M.

J. L. Rellers, L. N. Shops Master
A. S. Klyce, 115 Hill st. Secretary
J. H. Davis, L. N. Shops Collector
A. S. Klyce, 115 Hill St. Receiver
Wm. Shanley, 296 High st. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.

T. H. Sanford, Box 33 Master
Thos. H. Robotham Secretary
J. H. Burk Collector
E. W. Fisher, L. Box 424 Receiver
W. M. Collicott, Box 143 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Templar Hall, 724 Washington St., 2d and 4th Sundays at 10:30 A. M.

W. H. Bigelow, 10 Hotel Salem, Charleston Master
Sheridan Bisbee, 202 Harrison ave. Secretary
F. F. Derby, 2 Harrison Place, Charleston Collector
W. H. Bigelow, 10 Hotel Salem, Charleston Receiver
H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.

A. C. Thyle Master
W. D. Stevens Secretary
Walter Brenton Collector
Andrew Brannan Receiver
Frank J. Peacock Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.

C. S. Walker, 124 Mechanic st. Master
R. S. McAlpine, 26 Block 8 Secretary
Robt. Willmunder, Block U Collector
M. C. Donnelly, 216 E. 3d St. Receiver
Wm. Chambers, D. & R. G. shops. Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.

Frederick C. Metzger, 1815 Adams st . . . Master
Howard Reeder, 1943 Lawrence St . . . Secretary
James Wertz, 2018 N 8d St . . . Collector
B. F. Pettit, 1933 Marshall St . . . Receiver
B. F. Pettit, 1933 Marshall St . . . Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St. 2d and 4th Sundays.

T. T. Hart, 709 Tuscarora st . . . Master
F. H. Poate, 712 Lee ave . . . Secretary
Geo. W. Klinefelter, 106 Lithfield st . . . Collector
Theo. T. Hart, 709 Tuscarora St . . . Receiver
J. Johnson, 176 Penna ave . . . Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,

A. M. Banks . . . Master
Ellsworth B. Gardner . . . Secretary
W. H. Brokenshire . . . Collector
John P. McCawley . . . Receiver
D. N. Swan . . . Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.

B. M. Manion, 302 Collett st . . . Master
John Tracie, 801 Collett st . . . Secretary
Charles C. Stevens, 801 Collett st . . . Collector
H. E. Kiger, 515 N Hazel st . . . Receiver
Charles C. Stevens, 801 Collett St. . . Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

L. Lampton, Ill. Central Joint Office . . . Master
Thomas Dolan, 103 Wall st . . . Secretary
D. L. Davenport, 1521 East 6th st . . . Collector
James Griffin, 419 Clark St . . . Receiver
L. Lampton Joint off Ill. Central . . . Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.

G. T. Bennett, Box 3 . . . Master
W. B. Mitchell . . . Secretary
A. Johnson . . . Collector
F. Chambers, Box 50 . . . Receiver
Thos. White, Winona . . . Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.

T. Daly, Jr., Belleville Sta., Box 69 . . . Master
W. C. Curtis, Box 80, Belleville Station . . . Secretary
Wm. J. Logue . . . Collector
Wm. J. Logue . . . Receiver
Jas. Williamson, Belleville Station, Box 69 . . . Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.

Thos. Modeland . . . Master
Geo. E. Crowhurst, 90 Woolsley St . . . Secretary
Phil. Richardson, 148 Farley Ave . . . Collector
James Pratt, 172 Huron St . . . Receiver
D. Bracken, 689 King St. W . . . Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.

Marl Duggan . . . Master
Richard Hall, Box 61 . . . Secretary
J. S. McCauley, Box 24 . . . Collector
E. W. Brogan, Box 127 . . . Receiver
Geo. W. Defoe . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.

J. B. Hislop, Box 630 . . . Master
George Purvis, Box 630 . . . Secretary
J. M. Phillips, G. T. E . . . Collector
W. J. Dowell, Box 188 . . . Receiver
J. G. Goodison, Box 206 . . . Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Monday at 2 P. M.

J. H. Doan, Box 411 . . . Master
Charles S. Weller, Box 392 . . . Secretary
W. W. Miller, Box 892 . . . Collector
T. E. Watts, Box 351 . . . Receiver
C. W. Slayter . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays, at 8 P. M.

A. E. Loncks, 9 Ernst st . . . Master
W. W. Rowe, 23 Franklin st . . . Secretary
William M. Robinson, 6 Mackley ave . . . Collector
Irvin Baker, 38 Grove St . . . Receiver
Chas. O. Simmons, 45 Main St . . . Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.

Bayard T. Wells, 601 So. Third st . . . Master
James L. Gibbs, Collingswood . . . Secretary
Geo. W. Austermuhi, 437 Mickle St . . . Collector
James L. Gibbs, Collingswood . . . Receiver
Geo. W. Tash, 236 Senate St. . . Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d and 4th Sundays at 1 P. M.

James W. Mead, 75 Prospect st . . . Master
Thos. Loynd, 8 Glenwood st . . . Secretary
James H. Crawford, 20 Harrison st . . . Collector
Thos. Loynd, 8 Glenwood st . . . Receiver
W. N. Holland, 9 Cutler St . . . Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.

Thomas Donahue, Box 421 . . . Master
Edwin J. Pearce, Box 421 . . . Secretary
G. B. Campbell, Box 421 . . . Collector
Edwin J. Pearce, Box 421 . . . Receiver
Chas. Justice, Box 421 . . . Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons

John W. Vannatter, 336 N 41st st . . . Master
C. W. Reeves, 750 N 36th St . . . Secretary
J. T. Findley, 3604 Fairmount Ave. . . Collector
C. W. Reeves, 750 N 36th St., . . . Receiver
J. T. Findley, 3604 Fairmount Ave. Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.

Wm. Pannon, Box 67 . . . Master
W. C. Hall, Box 253 . . . Secretary
C. S. Hurd . . . Collector
W. W. Hurd . . . Receiver
Geo. Adkins . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.

Thos. N. Worth, 1,110 Converse St., N. Denver . . . Master
W. F. Brundage, 1216 Larimer St . . . Secretary
D. L. Marrs, 425 Beeche Ave., N side . . . Collector
W. F. Brundage, 1216 Larimer St . . . Receiver
S. L. Kanaga, 2,001 Market St. . . Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.

Frank Boltinghouse, 1,103 E. Third St . . . Master
E. Fleck, 1000 E Third st . . . Secretary
J. P. Alcorn, 1223 Engineer St . . . Collector
Henry Anleitner, 1106 E. 5th St. . . Receiver
C. L. Van Etten, 233 E. Saline St. Magazine Agent

79 J. M. DODGE; Roodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays
and 2d and 4th Sundays.

Richard Carroll Master
Charles E. Stone, Box 265 Secretary
Frank I. Carr Collector
Daniel O'Donnell Receiver
John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.

John S. Slick, 474 Sexton St. Master
Geo. Waters, 202 Fifth St. Secretary
Geo. Waters, 202 5th St. Collector
C. O. Spencer, West Lake st. Receiver
C. H. Kelley, 308 Fox st. Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.

W. J. Bain, Box 1,768 Master
C. T. Du Bois, Box 1831 Secretary
D. C. Warne Collector
J. F. McGinnis, Box 1871 Receiver
Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets in I. O. O. F. Hall, 14 Washington Ave., 1st
Saturday at 7:30 P. M. 3d Sunday at 2 P. M.

Ernest B. Mayo, Oak Lake Eng. House Master
W. E. Richmond, 820 N Girard Ave. Secretary
Robert J. Watson, 1725 So Logan ave. Collector
W. E. Richmond, 820 N Girard Ave. Receiver
Ernest B Mayo, Oak Lake Eng.
House Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at
8 P. M.

Geo. H. Tucker, Box 590 Master
H. C. Cunningham, Box 590 Secretary
I. M. Dean, 801 Crawford st. Collector
Geo. Y. Lee, Box 590 Receiver
Nick Phalar, Box 590 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th
Sundays at 2:30 P. M., and 1st Monday at 7:30
P. M.

Thos. Scanlan, 56 E Hall st Master
J. E. Williams, 167 South ave. Secretary
Frank Minshall, 88 Renuet st. Collector
John Tighe, 79 Hart st Receiver
B. E. James, 297 Marshall st Magazine Agent

85. FABGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O.
F. Hall, corner Robert St. and 2d Ave.

W. W. Sturman, 1604 16th St. Master
Wash. Terrett, 17 16th St. Secretary
Silas Zwight Collector
G. L. Sutherland, 1414 5th Ave. S. Receiver
A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.

George W. DeForest, Box 455 Master
William N. Roth, Box 458 Secretary
George W. DeForest, Box 455 Collector
William N. Roth, Box 458 Receiver
D. A. Parker Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30
P. M.

Chas. Sullivan Master
O. H. Rehmeyer Secretary
Myles Scallan Collector
Adam Robertson Receiver
Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Sunday afternoon at
1:30 P. M.

Joshua Kirkman Master
E. B. Hall Secretary
Harry J. Cramer Collector
Wm. Ward Receiver
Joe Dunsmore Magazine Agent

89. CHERAW; Montgomery, Ala.

Meets every Sunday at 8 P. M. in K. of P. Hall,
over National Bank, Commerce St.

J. F. Sugg, Care Western of Ala Master
D. C. Hair, Box 435 Secretary
D. C. Hair, Box 435 Collector
E. L. Cranford, 79 Water st., Selma Receiver
W. H. McDade, Atlanta, Ga. Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30
P. M.

Jas. C. Sharp, Box 704 Master
Wm. Fleming, Box 645 Secretary
Wm. Fleming, Box 645 Collector
J. M. Walker, Box 645 Receiver
C. E. Rhodes, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th
Tuesdays at 7:30 P. M.

Thos. D. Manhire, 123 Julian ave. Master
J. L. Mayne, 233 Fifteenth st. Secretary
W. S. Johnson, Box 2008 Collector
W. S. Runyon, 233 Shotwell st. Receiver
W. S. Runyon, 175 16th St. Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall,
Jefferson Block.

Jasper E. Dowd, 10 W Willow st Master
M. H. Counsell, 16 E. 5th St. Secretary
James Whalen, 230 W. 7th St. Collector
James Whalen, 230 W. 7th St. Receiver
Thos. Bradley, 123 W. Cayuga St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 3d
and 4th Sundays at 2 P. M.

John Crimmins, 1128 Bluff st. Master
E. J. Kelly, 519 Ridge St. Secretary
John Burns, cor. 7th and Carroll st Collector
E. J. Kelly, 519 Ridge St. Receiver
J. Stanley, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and
Pennington St., every Tuesday at 7:30 P. M.

J. W. Callaway, L. Box 218 Master
F. G. Church, L. Box 218 Secretary
Robt. Guel, L. Box 218 Collector
W. D. Anderson, L. Box 218 Receiver
Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P.
M., and last Sunday of each month, at 8 P.
A. M.

D. M. Leavitt, 36 Temple St. Master
John J. Doyle, 165 W. Chicago ave. Secretary
David M. Leavitt, 36 Temple st Collector
E. W. Wallbaum, 188 Milton Ave. Receiver
Allen Webb, Woodstock Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall,
Main St.

Isaac Cable, Box 695 Master
James Russell, Box 695 Secretary
Albert S. Askew, Box 695 Collector
Joseph Quinn, Box 695 Receiver
M. R. Kerr, Box 635 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in B. of L. F. Hall, at corner Leroy and New Main Sts., every Friday evening

L. A. Hayes, 143½ San Fernando st . . . Master
H. C. Forsyth, 536 Washington st . . . Secretary
D. A. Eagan, 126 Bloom st . . . Collector
C. G. Fluhr, 976 Buena Vista st . . . Receiver
J. S. Gates, Mojave . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.

J. H. Downey . . . Master
N. Blackley . . . Secretary
H. J. Grubnau . . . Collector
Ed Line . . . Receiver
Vef. Gudmonson . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening

E. E. Pruyn, 41 1st Ave . . . Master
W. P. Couch, 24 Thompson Ave . . . Secretary
George Kingsley, 22 Upton Park . . . Collector
George Kingsley, 22 Upton Park . . . Receiver
C. A. Washburn, 9 Grand Ave . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.

Chas. M. Moore, Drawer A . . . Master
M. F. J. Broeffle . . . Secretary
W. B. Perkins, Box 57 . . . Collector
Wesley Alsop, Box 342 . . . Receiver
D. J. Casey . . . Box 609 . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.

John Igoo, 513 cor. of Vine and Jeff sts . . . Master
Frank E. Giltner, 409 S Vine st . . . Secretary
Frank E. Giltner, 409 S Vine st . . . Collector
John Igoo, 513, cor. Vine and Jeff sts . . . Receiver
Frank Strunce . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in Druids Hall, 215 Walnut st., alternate Sundays at 2 P. M.

F. S. Payne, 509 E Locust st . . . Master
W. L. Carss, 849 W 13th St., West Des Moines . . . Secretary
R. E. Na-h, 1412 W Grand ave . . . Collector
F. J. Howard, 813 Mulberry st . . . Receiver
W. L. Carss, 849 W 13th St., West Des Moines . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.

J. L. Burkhardt, 1029 Broadway . . . Master
J. E. Ga rett, 939 Tenth st . . . Secretary
Murray Cook, 912 Magazine st . . . Collector
J. E. Garrett, 939 Tenth st . . . Receiver
Henry Blume, 1,000 10th St. . . Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.

Jno. Stuart . . . Master
J. H. Nie, Box 191 . . . Secretary
Charles Heimberger, Box 151 . . . Collector
E. A. Fleming . . . Receiver
Charles Heimberger, Box 151 . . . Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.

F. W. Peterson Box 2 . . . Master
James Strahan . . . Secretary
J. M. Lindemon . . . Collector
Fred. Cornell . . . Receiver
Frank D. Fenn, Box 8 . . . Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofts Hall 2d and 4th Sundays at 2 P. M.

Joseph Chaloupka, 280 Queen St . . . Master
Edwin A. Fengler, C.M. & St. P. Shops . . . Secretary
Samuel Schaners, C.M. & St. P. Shops . . . Collector
D. W. Mason, 438 High St. . . . Receiver
C. E. Redmond, D. M. & St. P. Shops . . . Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.

August Gerhart, Box 196 . . . Master
P. D. Gregg, Box 677 . . . Secretary
M. O'Connor . . . Collector
James E. Dice . . . Receiver
George Canaan, Box 398 . . . Magazine Agent

103. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.

R. T. Pearson . . . Master
F. Wendel . . . Secretary
J. L. Jones . . . Collector
Geo. W. Laporte . . . Receiver
John A. Simon, Antonito Colo. . . Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.

J. W. L. with Rm., 3007 Rutger st . . . Master
L. Fisher, 2300 Scott Ave . . . Secretary
L. Fisher, 2300 Scott Ave . . . Collector
Geo. La Bee, 2831 Choutan ave . . . Receiver
J. L. Pate, 2919 Caroline St . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.

C. P. Collins, Box 773 . . . Master
E. H. McGuire . . . Secretary
Wm. Grimes . . . Collector
J. W. Davis . . . Receiver
C. P. Collins, L Box 235 . . . Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.

P. J. Slagle, L Box 664 . . . Master
W. P. Fitzgerald, L Box 846 . . . Secretary
Willis E. Lawton, Box 561 . . . Collector
Frank W. Baker . . . Receiver
Geo. W. Coen . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 2d and 4th Sundays, at 1:30 P. M.

O. P. Miller . . . Master
John C. Branham . . . Secretary
John C. Branham . . . Collector
S. R. Wild . . . Receiver
W. S. Summers . . . Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.

John H. Shannon . . . Master
Con Chagan, Box 206 . . . Secretary
W. J. Brew . . . Collector
Frank Walton, Box 166 . . . Receiver
G. VanDoozer . . . Magazine Agent

114. BLACK HAWK; Kelthsburg, Ill.

Meets 1st and 3d Sundays at 2 P. M.

C. E. Mason . . . Master
Wm. H. Weir . . . Secretary
Jno. Anderson . . . Collector
F. L. Venable . . . Receiver
Wm. H. Weir . . . Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts . . . Master
 L. T. McNulty, ave M½ between 25th and 28th sts . . . Secretary
 Wm. Powell, 39th St. & Broadway . . . Collector
 H. L. Briggs, Cor. 8th and Market Sts . . . Receiver
 Wm. Powell, 39th St. and Broadway . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:30 P. M.
 E. G. Hubbard, Box 127 . . . Master
 R. J. Gee, 1804 Poplar St., Port Huron . . . Secretary
 R. J. Gee, 1804 Poplar St., Port Huron . . . Collector
 E. G. Hubbard, Box 127 . . . Receiver
 Samuel Carson, Box 198 . . . Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Robt. Lister, 411 Hill st . . . Master
 R. Hornaby, 154 Clarence St . . . Secretary
 S. T. Fletcher, 221 Maitland St . . . Collector
 John Dickson, 367 Simcoe St . . . Receiver
 Wm. Allan, 268 Clarence St . . . Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
 Jas. Law, Richmond Station . . . Master
 Geo. A. Pearson, Richmond Station . . . Secretary
 Albert La oche . . . Collector
 John Kelly, Richmond Station . . . Receiver
 Geo. A. Pearson, Richmond Station, . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 George Findlay, River du Loup Station . . . Master
 Louis D. Poulin, I. C. Ry. Station . . . Secretary
 Louis D. Poulin, I. C. Ry. Station . . . Collector
 Wm. L. Brock . . . Receiver
 W. H. Rougeau . . . Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Seneca Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 Jno. Carey, 680 Gifford st . . . Master
 Simon Mangan, 730 Otisco St. . . . Secretary
 L. G. Rousson, Ontario st. Extension . . . Collector
 F. H. Livingston, 404 Jackson St . . . Receiver
 F. Demars, 112 Basin st . . . Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
 Thos. Cushing . . . Master
 James F. Roody, 333 E Market st . . . Secretary
 James F. Roody, 333 E Market st . . . Collector
 E. E. Everets, 359 E Erie ave . . . Receiver
 C. F. Ramsdell, 301 Tioga Ave . . . Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in I. O. O. F. Hall every Sunday at 2 P. M.
 A. C. Reiff . . . Master
 W. E. Gray, L. Box 305 . . . Secretary
 Charles Rolet, L. Box 86 . . . Collector
 C. A. Davis, L. Box 53 . . . Receiver
 Wm. Wolf . . . Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglas St., every Wednesday at 8 P. M.
 Albert Cole, 714 S. 18th St. . . . Master
 F. Johnson, 1910 3d ave, Council Bluffs, Ia. . . Secretary
 Albert Cole, 1719 Mason st . . . Collector
 John Nilsson, 1018 So 11th st . . . Receiver
 Wm. Midlar, Q st, Lincoln Neb . . . Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Red Men's Hall 2d and 4th Mondays at 7:30 P. M.
 H. A. Draper . . . Master
 Geo. M. Miller . . . Secretary
 James Donahoe . . . Collector
 Thomas Pendy . . . Receiver
 W. W. Gage . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 158 Center St., 2d and 4th Sundays.
 Alex. Thompson, 307 S. Centre St. . . . Master
 J. P. Boyce, 408 S. Third St. . . . Secretary
 F. R. Davis, 311 S. 1st St . . . Collector
 J. M. Larimer, 307 S 3d Ave . . . Receiver
 Ed. Minter . . . Magazine Agent

126. COMET; Astoria, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 B. C. Henry . . . Master
 E. H. Tallmadge . . . Secretary
 Thos. McFarlane . . . Collector
 W. A. Brossard . . . Receiver
 Wm. Ryan . . . Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.
 W. H. Wood, 451 Logan St. . . . Master
 J. G. Norquay, 73 Hallett St. . . . Secretary
 A. C. Craig, 473 Alexander St . . . Collector
 Thomas Reece, 21 Gunnell St . . . Receiver
 W. J. Higgins, 1 Shultz St . . . Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.
 A. H. Todd, Box 106 . . . Master
 T. F. Hagan, Box 55 . . . Secretary
 Chas. S. Taylor, Box 55 . . . Collector
 James McKenzie, Forsyth . . . Receiver
 M. E. Colbert . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.
 M. A. Harring, Box 525 . . . Master
 J. F. Burns, Box 716 . . . Secretary
 Hiram C. Gibbs . . . Collector
 Geo. H. Valentine . . . Receiver
 Ed. McLean, Box 328 . . . Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at 2 P. M.,
 Con. S. McAuliffe, 451 Walker St . . . Master
 John F. Scott, 256 Mineral st . . . Secretary
 John C. Callahan, 555 Clybourn st . . . Collector
 John C. Callahan, 525 Clybourn st . . . Receiver
 Edward Henretty, 559 3d Ave . . . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.
 John Noonan, Box 234 . . . Master
 Chas. A. Simpson, Box 199 . . . Secretary
 John Noonan, Box 234 . . . Collector
 Chas. A. Simpson, Box 199 . . . Receiver
 T. J. Spafford . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows's Hall, 1st and 3d Sundays 2:30 P. M.
 W. R. Hammond . . . Master
 S. S. Coleman, Box 12 . . . Secretary
 Stephen E. Calkins, Box 49 . . . Collector
 John H. Howell, Clarion . . . Receiver
 E. G. Bates, Lake City . . . Magazine Agent

132. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, every Saturday at 2:30 P. M.

I. N. Stephens Master
H. A. Moore, Box 82 Secretary
Newton Luck Collector
J. S. Burns Receiver
T. J. Peterson Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Eastman Hall, every Sunday at 3 P. M.

L. Robinson Master
H. E. Cowan Secretary
W. C. Barney Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.

Collin McArthur, Box 184 Master
Davin F. Anderson Secretary
J. M. Chandoin Collector
Jos. C. Simino Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.

Thomas G. Dayman, Box 516 Master
John A. Watson, Box 516 Secretary
Arlie S. Edmunds, Box 516 Collector
John A. Watson, Box 516 Receiver
A. T. Granger, Lakeside Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

S. Armschield, Box 478 Master
H. E. Fehr, Box 225 Secretary
Geo. W. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in J. H. Adam's Hall, 2d and 4th Sundays at 2 P. M.

Samuel Shaunessy Master
S. A. Mayall, 12 Winslow St. Secretary
A. B. Cranon Collector
George S. Showalter, 50 N. Galena ave. Receiver
Wm. Neldigh Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.

Parker Barret Master
George E. Landes, Box 298 Secretary
Ralph Toland Collector
George E. Landes, Box 298 Receiver
Parker Barret Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.

J. W. Hardy, L Box 599 Master
W. S. Brewster, Box 517 Secretary
G. E. Korn, Box 522 Collector
Henry Wise, L Box 599 Receiver
S. W. Seelinger Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of L. F. Hall at 79 Calhoun St., Mondays at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
Chas. Hassler, 72 Brackenridge st. Secretary
J. H. Westerman, 20 Buchanan St. Collector
W. R. Fredericks, 415 S Lafayette St. Receiver
Thos. Brown, 139 Montgomery st. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets at 829 Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.

Albert S. Mead, Air Line Junction Master
Robt. Richards, Air Line Junction Secretary
Peter J. Shordt, 231 Oliver st. Collector
Peter J. Miller 426 Walbridge ave. Receiver
J. G. Hofstatter, Air Line Junction. Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in California Hall, 1,015 Clay St., every Saturday.

E. G. Johnson, 1683 Chase st. Master
E. J. Bradt, care C. K. King, 902 Broadway, Oakland Secretary
Chas. Pangburn, 1723 Goss st. Collector
Chas. Reilander, 963 4th ave, E Oakland, Receiver
E. P. Woods, Box 817 Berkeley Mag. Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 1st and 3d Sundays at 2 P. M.

Fred A. Botterell Master
Alex J. McDonald Secretary
Wilmot A. Keith Collector
Wm. Hamilton, Dalhousie Receiver
Wm. Hamilton, Dalhousie Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.

R. Nicholson, 319 10th St. Master
J. C. Osten, 421 Milam st. Secretary
J. B. Norton, 10 River ave. Collector
H. A. Donaldson, 117 River ave. Receiver
H. A. Donaldson, 117 River Ave. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.

C. Mortensen, 6 Providence st. Master
L. D. Sherfy, 29 Conti St. Secretary
Ed. Wheeler, 29 Conti St. Collector
D. M. Moody, 101 Hardy st. Receiver
J. P. Monaghan, 18 Vine St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.

Arthur Haines, Box 105 Master
James Conney, Box 105 Secretary
W. T. McGinnis, Box 105 Collector
W. W. Short, Box 102 Receiver
H. C. Belt Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.

John, Linnehan Box 416 Master
S. F. James, Box 416 Secretary
Joe Dalton Box 416 Collector
M. E. Stafford, Box 488 Receiver
J. W. Bain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.

James F. Hough, 1418 Ave. A. Master
P. A. Donahue, 311 W 55th St. Secretary
Robert T. Roscoe, 1958 3d Ave. Collector
A. H. Hawley, 304 W 129th st. Receiver
Chas Cowdrick, 2423 2d Ave. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 8d Sts., 2d and 4th Sundays at 2 P. M.

N. A. Cooke, 125 Fifth st. Master
F. W. Boesler, Jr. 433 W. Washington st. Secretary
Frank Mills, 430 W. Washington st. Collector
Geo M. Gibson, cor. Jackson and Adams st. Receiver
R. J. Dobson, 140 Rock St. Magazine Agent

161. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.

Jas. Rhynd, St. Mary's Lane Master
 Jas. E. Morris, 196 Macauley st. E Secretary
 James Gaskin, Inchbury st Collector
 James D. Mills, Inchbury st Receiver
 Wm. Broughton, 18 Inchbury St., S . Mag. Agent

162. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.

W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Welr, Kirby House, Saginaw, Receiver
 Frank E. Ayers, Box 104 Magazine Agent

163. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.

W. B. Lane, 202 Hill St Master
 J. B. Martin, 401 S. Broadway Secretary
 W. B. Lane, 202 Hill st Collector
 T. T. Helman, 114 N Broadway Receiver
 J. M. Parmley, 102 1st and Barbee Sts . Mag. Agent

164. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.

R. W. Cameron, Box 141 Master
 Ed. K. Brehl Secretary
 J. E. Flint, Box 819 Collector
 Wm. L. Miller, Box 201 Receiver
 S. C. McFadden, 717 E 2d st.,
 Ottawa Magazine Agent

165. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.

H. A. Fountaine, 1765 9th Ave Master
 August M. Greene, 317 E 114th St Secretary
 Jno. W. Tyler, Jr., 79 W. 102d St Collector
 David W. Bell, 218 W. 67th St Receiver
 J. L. McGrane, 2358 8th Ave Magazine Agent

166. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.

Andy Schnorr, Box 356 Master
 N. F. Colbert, Box 356 Secretary
 M. T. Byrnes, Box 356 Collector
 Joe Terre, Box 356 Receiver
 J. C. Potter Box 256 Magazine Agent

167. ECHO; Peru, Ind.

Meets in Echo Hall every Sunday at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.

G. H. Smith Master
 M. E. Whitsel Secretary
 F. L. Wade Collector
 L. Scott Receiver
 G. M. Jackson Magazine Agent

168. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.

Chas. E. Matteson, 187 Welsh Ave Master
 D. Sowle, 436 Dragoon ave Secretary
 John W. Lee, 647 Congress St., E Collector
 Ed. Heidenrich, 124 Hastings St Receiver
 Jesse B. Dodge 336 Livernois ave. Magazine Agent

169. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.

D. J. Singleton, 171 Humphrey st. Master
 R. H. Powell, 505 Meridian st Secretary
 E. H. Powell, 505 Meridian st Collector
 W. F. Loyd, 1211 West Cedar st Receiver
 H. P. Bledsoe, 205 Berry St., E. . Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts. 2d and 4th Sundays at 2 P. M.

Wm. H. Boleman, 30 William st Master
 R. T. Skinner, 1,503 Walnut St. Secretary
 E. F. Stiker, 1,611 Division St. Collector
 Edgar Hitch, 1549 E. Franklin st Receiver
 H. P. McLeish, 1010 Chestnut St. Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.

J. A. Richards, 1117 S 8th St Master
 Lewi. Benthel Secretary
 J. A. Richards, 1117 S 8th St Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 J. A. Richards, 1117 S 8th St Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St. every Tuesday night 7:30, and 1st Sunday at 2 P. M.

D. F. Wagner, 326 Jefferson st Master
 Chas. Vandenberg, 417 st. Joe st Secretary
 Theo. Snader, 510 Sixth St Collector
 W. W. Howard, 1290 S. Main st Receiver
 Sam. E. Ivey, Box 973 Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.

Eugene Hartnett, Box 212 Master
 F. L. Nazor, 322 W 2d ave Secretary
 Sherman Burdick, Box 212 Collector
 Sherman Burdick, Box 212 Receiver
 Dewitt Hope, Box 212 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.

J. J. Derck, Box 202 Master
 C. E. Blair Secretary
 Geo. Childers Collector
 D. J. Plowe, Box 392 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.

Wm. J. Glasgow, Box 169 Master
 G. W. Adams, Box 166 Secretary
 George B. Richason, Box 283 Collector
 Albert I. Routh Receiver
 G. W. Adams, Box 166 Magazine Agent

166. WM. HU60; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.

C. M. Keller, Box 619 Master
 J. P. McCaulay, Box 340 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.

Frank W. Bromley Master
 W. J. Garson Secretary
 Hugh J. George Collector
 W. H. Mahoney Receiver
 Geo. B. Avery Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.

Frank Krause, 1,006 Caledonia st., La-Crosse Master
 J. E. Wells, 416 Avon st Secretary
 Patrick McBride, 522 Mill st Collector
 Thos. Cawley, 522 Mill st Receiver
 Frank M. Barker, 713 George St. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 Wm. Burt, Jr., 25 Jane st Master
 V. C. Randolph, 79 River St Secretary
 A. H. Spencer, 51 Elm St Collector
 A. H. Spencer, 51 Elm St Receiver
 W. A. Saylor, 165 Canisteo St. Magazine Agent

170. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 8 P. M.
 Geo. E. Briggs, 454 Utah st Master
 I. N. Jones, Box 363 Secretary
 Thos. C. Lauters, 520 Utah St Collector
 W. H. Whalen, 272 Iowa st Receiver
 Ed. Sampson, 1036 6th St. Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Hall 1st Saturday and 4th Thursdays.
 Thos. W. Hunesy, Box 167 Master
 T. M. White Secretary
 Wm. McLean Collector
 John J. Fuguson Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 F. W. Morrison, 89 Spruce St., Rochester-ville P. O., Ottawa, Ont. Master
 W. S. Blyth, 283 Nicholas St. Secretary
 E. Woods, 89 Spruce St., Rochester-ville P. O., Ottawa, Ont. Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Tim Brennan, Mt. Sherwood P.O. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 G. W. Greenwood Master
 Wm. J. Burke Secretary
 Henry R. McGowen, Albuquerque, N.M., Collector
 Wm. C. Glover Receiver
 Wm. J. Burke Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.
 B. F. Huber, 1715 Fifth st Master
 H. S. Gingrich, 1413 Wallace st Secretary
 R. I. Seitz, 1818 N Sixth st Collector
 William Blessing, 422 Riley St Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
 B. T. Hoffman, 257 Race st Master
 Edgar Heacock, 58 Mills st Secretary
 R. J. Hoffman, 105 Buena Vista st Collector
 Brad. Toben 228 Indiana ave Receiver
 Lorin Hogue 58 N. Arch St Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 S. J. McCall, Box 200 Master
 C. H. Porter, Box 41 Secretary
 Geo. L. Clark Collector
 F. H. Kern Receiver
 H. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 James Finks Master
 H. M. Worthington, Box 184 Secretary
 C. C. Leach, Box 184 Collector
 Chas. W. Bedell Receiver
 H. H. Edwards Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
 T. J. Buckley, 323 So. 4th W st Master
 Arthur E. Koontz Secretary
 E. L. Hankins, Blake Collector
 W. C. Wightman Receiver
 E. L. Hankins, Blake Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 8 P. M.
 J. W. Barber, University Place Master
 J. K. Robinson, 718 H St Secretary
 J. W. Barber, University Place Collector
 J. K. Robinson 718 H St. Receiver
 A. C. Berry, 831 N. 12th St. Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
 M. J. Kiley, 602 Jefferson Ave. Master
 Wm. O'Connell, 2,017 Poplar St. Secretary
 Geo. H. Shaw, 2,007 Commercial Ave. Collector
 M. J. Kiley, 602 Jefferson Ave. Receiver
 G. H. Shaw, 2,007 Commercial ave Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Nicholson Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 221 W 18th st Secretary
 A. H. Gifford, 221 W 18th St Collector
 T. F. Ray, cor 19th and Chestnut s's Receiver
 Geo. Haybarger, cor 16th and Chestnut sts Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 G. C. Redhead Master
 W. H. Cross Secretary
 J. B. Calvin Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 Jacob Bowsher, 496 S Tanner St Master
 M. R. Lacy Secretary
 Jacob Bowsher, 496 S Tanner St. Collector
 Jas. Lewis, 933 Elizabeth St Receiver
 Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 I. T. McGee, Box 160 Master
 C. L. Beach, Box 164 Secretary
 F. A. Drolatt, Box 311 Collector
 F. A. Hogarth, Box 153 Receiver
 H. Cramer Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 W. K. Phelps, 4743 Dearborn st Master
 Jas. Manning, 711 47th St Secretary
 H. S. Anderson, 641 37th st Collector
 Jas. Everitt, 4219 School St. Receiver
 Wm. Baker, 5021 Aberdeen St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Federation Hall, every Sunday at 7 P. M.
 Geo. W. Durell Master
 Jas. B. McChesney, L Box 54 Secretary
 Sherman S. Sleeth Collector
 R. I. Cassidy Receiver
 W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Miehle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 Dell Miller, 83 Arterian ave Master
 C. H. Wheeler, 117 Diller st Secretary
 F. Meyen, 1031 W. Superior st Collector
 Lewis L. Gay, 675 Park Ave Receiver
 L. F. Smith, 650 Fulton St. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 Martin Sheehy Master
 R. H. Thompson Secretary
 Jay Parkinson, 728 S. Jefferson St., Green Bay Collector
 Martin Sheehy Receiver
 J. T. La Hae, Grand Rapids Magazine Agent

190. FERGUSON; Mitchell, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 L. D. Stearne Collector
 Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
 Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 James Martin Master
 Forrest Bullard, Box 302 Secretary
 Walter F. Jellison Collector
 A. M. Getchell Receiver
 Forrest Bullard, Box 302 Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 3d Thursdays at 8 P. M.
 W. E. Wheeler, Box 488 Master
 J. Cartwright, Box 222 Secretary
 J. Cartwright, Box 222 Collector
 F. S. Stevens, Box 488 Receiver
 George Ames, 2314 Jefferson ave. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
 D. J. Byrne, Box 287 Master
 J. Valcke, Box 287 Secretary
 E. J. Stroud, Box 287 Collector
 D. J. Byrne, Box 287 Receiver
 D. J. Byrne, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30 P. M.
 James H. Dalley Master
 Wm. T. Dickenson, Box 839 Secretary
 C. N. Baird, Box 369 Collector
 George C. Slade Receiver
 C. N. Baird, Box 369 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Chas. C. Hammond, Box 6 Master
 Geo. Brown Secretary
 Owen Buckley Collector
 L. H. Lubben Receiver
 James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 J. C. Bull, LaVeta Hotel Master
 S. W. Burdick, 1311 Poplar st Secretary
 Walter Goff, 122 W 3d st Collector
 H. C. Newell, 227 E 12th st Receiver
 H. S. Smith, 1311 Poplar St Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at 1:30 P. M. in B. of L. E. Hall, Law's Building.
 James Bailey Master
 G. C. Thomas Secretary
 Wm. H. Young Collector
 James Bailey Receiver
 A. M. Johnson, Box 337 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 R. A. Crane, 60 Prospect st Master
 W. W. Drury, 21 Newton st Secretary
 E. C. Somers, 44 Pleasant st Collector
 W. Y. Dennis, 31 W. Seminary St Receiver
 H. G. Ferris, 35 Newton St Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of E. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.
 Wm. J. Reese, 1233 Emma St Master
 W. B. Wiseman, 1101 Oak St Secretary
 John B. Reese, 1233 Emma st Collector
 John Mulvey, Burnett st Receiver
 A. C. Clemens, 947 Sheehy St Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
 Henry Slager, N. O. & N. E. shops Master
 W. H. Armstrong, L Box 470 Secretary
 John H. Woodruff, 3129 5th St Collector
 Simon F. Baker, 423 41st Ave Receiver
 Simon F. Baker, 423 41st Ave Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
 J. D. Bledsoe Master
 J. W. Briggs Secretary
 W. F. Quinn Collector
 James Gaffney Receiver
 W. F. Quinn, M. & O. shops Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
 Sinnet A. Barker 485 2d St Master
 Lewis R. Gettle, Jr., 68 N Sugar St Secretary
 Wm. Cutler, 273 E Main st Collector
 J. H. Brandenburg, 104 N Sugar st Receiver
 W. P. Mathewson Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Sunday at 2 P. M.
 H. N. Lamb, Box 283 Master
 L. B. Hart, Box 28 Secretary
 Geo. E. Campbell, Box 193 Collector
 Chas. F. Renneman, Box. 96 Receiver
 G. W. Artis, Box 108 Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
 William E. Dixon Master
 W. E. Morris Secretary
 Chas. Bond Collector
 W. E. Dixon Receiver
 J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 Christ. McGinnis, 322 Jefferson st Master
 Olmstead Hollister, Jefferson st Secretary
 Edward H. Powell, 405 Lake st Collector
 Christ. McGinnis, 322 Jefferson st Receiver
 John R. Mullins, 116 Monroe St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., every Tuesday at 7:30 P. M.
 Thos. Cosgrove, K. C. M. & B. round house Master
 D. L. Forsyth, 471½ Georgia st Secretary
 J. J. Quinn, K. C. M. & B. Round House Collector
 D. L. Forsyth, 471½ Georgia st Receiver
 Thomas Cosgrove, K. C. M. & B. Round House Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, every Wednesday evening.
 Thos. Newberry, 357 E Center st Master
 P. O'Brien, 863 Water st Secretary
 G. T. Patton, 371 North st Collector
 George A. Oster, 347 Poplar St Receiver
 H. J. Prenatt, 783 Garden St Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in Doran's Hall every Tuesday at 7:30 P. M.
 Daniel Cregan Master
 Chas. Anderson Secretary
 John Hile Collector
 Chas. Anderson Receiver
 C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Breet's Hall, alternate Sundays.
 A. N. Stafford, Box 244 Master
 J. W. Farrar, Box 361 Secretary
 J. H. Nelson, Box 151 Collector
 Walter Johnson Receiver
 Mike Bradshaw Magazine Agent

10. 18-K; Schenectady, N. Y.

Meets in Mohawk Valley Lodge Room every other Thursday.
 Julius Zeiser, Box 497 Master
 J. W. Vrooman, Box 497 Secretary
 John W. Vrooman, Box 497 Collector
 J. E. VanVranken, Box 497 Receiver
 H. Maloney, Box 497 Magazine Agent

11. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 3 P.M.
 Wm. Gaulsine, 1056 Butler st., Easton . . . Master
 C. L. McKee, 209 S 5th St., Easton . . . Secretary
 Jessie Smith, 912 W Wilkesbarre st. . . Collector
 A. J. Mickley, 725 Berwick St. Receiver
 D. W. Henry, 445 Wilkesbarre St. . . Magazine Agent

12. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall 2d and 4th Sundays.
 Judson Ames, 96 Arsenal St. Master
 W. A. Graham, 96 Arsenal St. Secretary
 Van C. Bockus, 27 Cross St. Collector
 F. C. Nichols, 28 Meadow St. Receiver
 Frank Root, 2½ Prospect St. . . . Magazine Agent

13. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sundays.
 Carl E. Blanchard, 142 Oak St. Master
 Milton Melroy, 140 Oak St. Secretary
 Wm. Prime, 389 Elm St. Collector
 Edward Davis, 140 Oak St. Receiver
 J. L. Sullivan, 103 Henderson St. . . Magazine Agent

14. ORIOLE; Baltimore, Md.

Meets in Beruyn Hall, on 1st St. 2d and 4th Sundays.
 Geo. F. Shuman, 68 Cedar ave Master
 J. W. Akehurst, 442 Federal St. Secretary
 J. C. Sauerwald, 1783 Maryland ave . . Collector
 Geo. C. Yeagy, 448 Federal St. Receiver
 T. C. Lambden, 1809 Valley St. . . . Magazine Agent

15. EAST ALBANY; East Albany, N. Y.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 Newton M. Burch, 457 Broadway Master
 J. W. Reed, 106 2d St. Secretary
 Wm. A. Buckbee, 52 Pine St. Collector
 Chas. J. Wriker, 17 Glenn St. Receiver
 V. D. Rhodes, 439 Broadway Magazine Agent

16. BLACK RIVER; Lorain, Ohio.

Meets in K. of P. Hall, Bensor Block, 2d and 4th Sundays at 12 o'clock noon.
 J. C. Crouch, L. Box 1184 Master
 Frank L. Cutting Secretary
 H. A. Eddy Collector
 Thomas Burns Receiver
 John W. Graybill, Bridgeport . . . Magazine Agent

17. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday afternoons.
 Henry Shade Master
 Henry Cunningham, Box 606 Secretary
 Chas. Davis Collector
 Charles Gilmore Receiver
 Charles Davis Magazine Agent

18. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Geo. Hopkins Master
 Richard Griffith, Box 263 Secretary
 Jos. McIntyre Collector
 Richard Griffith, Box 263 Receiver
 E. Taylor, Box 152 Magazine Agent

19. SMOKY CITY; Allegheny, Pa.

Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
 J. L. Phillips, 234 Locust St. Master
 Geo. B. Fletcher, 307 Allegheny Ave. . . Secretary
 John S. Martin, 213 Bidwell st. . . . Collector
 H. B. Shaffer, 208 Locust St. Receiver
 U. H. Simpeon, 806 Franklin St., . . Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.
 Aaron V. Raup, Box 212 Master
 John F. Malick, Box 212 Secretary
 H. W. Shoffstall, Box 212 Collector
 C. C. Bowen, Box 212 Receiver
 J. F. Walls, Box 528 Magazine Agent

221. HUBON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 William H. Forbes Master
 Wm. Holmes Secretary
 Geo. Crawford Collector
 J. McMillan Receiver
 Wm. Shortman, Box 59 Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in B. of L. E. Hall, 2d and 4th Sundays.
 W. D. McKinlay Master
 O. G. Anderson, Box 49 Secretary
 Fred. Peterson Collector
 Homer M. Rhodes, Box 499 Receiver
 A. W. Nunns, Box 290 Magazine Agent

223. POTTAWATOMIE; Junction City, Kan.

Meets in A. O. U. W. Hall Sundays at 2 P. M.
 J. H. Kane, Box 555 Master
 Wm. A. Easterday, Box 555 Secretary
 Frank Good Collector
 Wm. A. Easterday, Box 555 Receiver
 B. S. Quick, 114 Porter St. Kansas City, Kan Magazine Agent

224. T. C. BOERN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, 524 19th Ave N Master
 H. B. Harding, 317 Thirteenth ave N . . Secretary
 John Mourman, 323 Ninth ave N . . . Collector
 Abe Vogel, 524 19th Ave N Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 Isaac Maxwell Master
 Wm. T. Reid Secretary
 Milo A. Bryant Collector
 Joseph Fregeau Receiver
 Joseph Fregeau Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 James M. Brown, 511 E First ave Master
 Walter M. Nicol, L Box 73 Secretary
 John Barry, 902 E Seventh ave Collector
 Walter M. Nicol, L Box 73 Receiver
 J. Hyndman, H. & T. C. Shops . . . Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
 J. H. Fennell, 53 Griswold st Master
 T. W. Campton, 42 Robinson St Secretary
 Robert Rothrock, 11 Cemetery st. . . . Collector
 Theo. Haskins, 3 Birdsall St Receiver
 G. B. Warner, 80 Lewis St. Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawanna Ave. 1st and 3d Sundays at 2:00 P. M.
 H. A. Cogizer, 210 Linden st Master
 Wm. H. Brutzman, 329 Franklin Ave . . Secretary
 Albert J. Thomas, 317 S Hyde Park ave. . Collector
 Ed. H. Belden, 532 Webster ave Receiver
 L. Firestin, 817 Hampton St Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2:00 P. M.
 J. J. Quirk, cor. Mary and Albany Sts . . Master
 Chas. A. Pease, 102 Broad St Secretary
 John A. Weigand, 32 Hubbell st Collector
 Chas. A. Pease, 102 Broad St Receiver
 Fred Ebersperger, 159 Catharine Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
 William H. Bagley, 541 Clinton Ave Master
 Courtland Maher, 11 Prospect Ave Secretary
 Luke F. Kelly, W. Albany Collector
 Jas. J. Gill, 291 1st St Receiver
 Wm. C. Booth, 783 Livingston Ave Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in B. of L. F. Hall, corner 3d and Market Sts., 1st and 3d Sundays at 2 P. M.
 John H. McKenney, 8 E Fifth st Master
 G. H. Larimore, 916 Poplar Sts. Secretary
 Geo. H. Larimore, 916 Poplar st Collector
 John J. Shields, 214 N Franklin st Receiver
 E. M. Sargent Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in A. O. H. Hall 2d Monday and 4th Wednesday nights.
 T. F. Farrell Master
 Fred. H. Davis, 17 Sprague Ave Secretary
 H. B. Weeden, 281 North St. Collector
 Chas. E. Ward, 79 Wisner Ave Receiver
 M. J. Quinn, Norwich Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st and 3d Sundays.
 John Stewart, Box 378 Master
 F. A. Setchell Secretary
 Frank Gibson Collector
 Alfred Wood, Box 378 Receiver
 Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
 H. G. Reid Master
 John Lynch Secretary
 James T. Lindsay Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets in Welsh Bros. Hall at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.
 Geo. Gray, 38th. above Penn ave Master
 John Beswick, 3005 Penn Secretary
 John Bewick, 3405 Penn ave Collector
 Jos. W. Graham, 2,907 Penn Ave Receiver
 Jos. Graham, 2,907 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.
 G. W. Lilly Master
 T. E. Cobbs Secretary
 W. E. Lyons Collector
 J. F. Smith, care S. M. Butler, Clifton Forge, Va Receiver
 T. E. Cobbs Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sundays.
 Horace Brink Master
 E. H. Brown, 119 So. Green st, Chicago, Secretary
 David Leavitt Collector
 Thaddeus Chew Receiver
 G. J. Rowbottom, 211 Harding Ave., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
 J. P. Wesley, 1105 Broadway Master
 Lloyd Himes, 1301 Broadway Secretary
 John Divlinney, 820 Kentucky st, Louisville Collector
 A. E. Mercox, 1320 15th st, Louisville Receiver
 C. P. Boyd, 125 N 13th Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Firemen's Hall, 51 N. Lake St., 2d and 4th Sundays at 1 P. M.
 T. F. Parker, 281 E Central ave Master
 Fred R. Jaynes, 13 N. Liberty st Secretary
 Ed. Baker, 23 So Union st Collector
 T. E. Maloney, 219 E Central ave Receiver
 T. J. O'Connor, 167, E. Winterst. Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
 Edwin J. Coy, 523 E Main st Master
 M. A. Henry, 327 Quarry St Secretary
 R. J. Black, N. Elm Ave Collector
 M. A. Henry, 327 Quarry St Receiver
 Edward J. Coy, 523 E Main St Magazine Agent

241. LAKE ERIE; Buffalo, N. Y.

Meets in B. of L. E. Hall, 421 S. Division St., alternate Fridays, at 7:30 P. M.
 Daniel E. Barry, 552 Swan St Master
 P. W. Springweller, 145 Monroe St Secretary
 P. W. Springweller, 145 Monroe St Collector
 I. H. Crossman, 500 Swan St Receiver
 F. H. Goodenough, 653 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2 P. M.
 John Finlay, Jr., 605 Fulton St Master
 Harry F. Millins, 851 Magee St Secretary
 Andrew Flynn, Cor. Benton and Diven ave Collector
 Harry F. Millins, 851 Magee St Receiver
 Percy P. Davies, 519 Penn Ave Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Fridays at 7:30 P. M., in B. of L. F. Hall, Ohio Block.
 C. J. Neef, Box 64, Texarkana, Ark Master
 Geo. Desbrough, Box 2 Secretary
 I. N. Moyer, Box 326, Texarkana, Ark Collector
 C. J. Neef, Box 64, Texarkana, Ark Receiver
 W. F. Rowe, Box 210, Texarkana, Ark Magazine Agent

244. T. P. O'BOURKE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2 P. M.
 P. C. Winn, 225 Blue Island Ave Master
 J. O'Malley, 79 W 16th st Secretary
 E. E. Crawford, 5380 Princeton ave Collector
 Chas. J. Lynch, 502 Robey St Receiver
 E. E. Crawford, 5380 Princeton ave Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay Sts., every Thursday at 2 P. M., and 3d Sunday at 2:30 P. M.
 C. Z. McArthur, 191 South Broad st Master
 Adam Hutton, 271 Bull St Secretary
 M. J. Barrett, 183 Charlton st Collector
 John Murphy, Gaillard St., 3 doors from Burrough St. Receiver
 C. Z. McArthur, 191 S Broad st Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
 J. A. Morris, 1421 Third st Master
 W. H. Lofly, 704 Third st Secretary
 T. E. Jordan, Cor. 3d and Boundary Collector
 E. P. Almy, cor. 3d and Boundary Sts. Receiver
 H. Swansburger, 1425 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 W. F. Hetzel, 192 S Forsyth st Master
 T. C. Keltner, 224 Payner st Secretary
 W. A. Woolbright, 95 Walton st Collector
 Geo. W. Mannung, 53 W Simpson st Receiver
 J. C. Burnett, 79 Davis st Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1 P. M.
 John S. Brown Master
 H. S. Redhead, Box 228 Secretary
 Wm. L. Davis, Box 454 Collector
 Chas. C. Lockwood, L. Box 17 Receiver
 H. S. Redhead, Box 228 Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 D. G. O'Connell, L. Box 193 Master
 Frank Rapp Secretary
 Patrick Roach Collector
 Wm. Muldoon Receiver
 P. F. Roach Magazine Agent

40. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
 James E. G. Kingston Master
 John W. Deets, Forty Fort Secretary
 Alex. Thompson, 414 So Main st Collector
 Charles Van Why, Box 73 Ashley Receiver
 E. O. Hale, Kingston, Penn Magazine Agent

41. LEHIGH; Mauch Chunk, Pa.

Meets in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.
 L. Wildoner, Box 275 Master
 N. E. Beinart, L. Box 324 Secretary
 L. H. Yetter Collector
 Charles Roberts, Box 275 Receiver
 Wm. H. Spencer, Box 275 Magazine Agent

42. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Mondays at 7:30 P. M.
 John G. Peitz, 5th and Chestnut sts Master
 Harry G. Klugh, New Second st Secretary
 Joseph Dennison, 640 Chestnut St Collector
 Martin M. Hinkle, 711 Walnut St Receiver
 H. A. Bennett, Box 531 Magazine Agent

43. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.
 John W. Horn, 41 Wall st Master
 Robert Stackhouse, 697 Broad St Secretary
 Thos. H. Decator, 45 Hart Ave Collector
 Frank P. Parsons, 175 Brunswick Ave Receiver
 Thos. H. Decator, 45 Hart Ave Magazine Agent

44. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, every Sunday at 7:30 P. M.
 J. D. McKinney Master
 Frank McGinnis Secretary
 Thos. Hainer Collector
 Chris Beckman Receiver
 Pierce Welch Magazine Agent

45. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.
 J. E. Drennan Master
 Albert O. P. Nicholson, W Adams ave, Secretary
 Andrew Craig Collector
 Samuel S. Small Receiver
 Charles Stuart, Purcell, Ind. Terr Magazine Agent

46. HIGH LINE; Como, Colo.

Meets in Slater's Hall every Sunday, at 2:30 P. M.
 Frank K. Rudolph Master
 M. D. Finn, Box 113 Secretary
 J. B. Clark Collector
 M. H. Lintz Receiver
 M. H. Lintz Magazine Agent

47. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 T. R. Smith Master
 Lee Sommers Secretary
 Albert McCrady Collector
 James McPherson, L Box 50 Receiver
 James McPherson, L Box 50 Magazine Agent

48. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 James Bunton Master
 Chas. W. Arnold, L. Box 29 Secretary
 Frank E. Hendrickson Collector
 Oliver M. Newland Receiver
 Oliver M. Newland Magazine Agent

49. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.
 William Buckley, 318 Third Ave E Master
 John J. Orrick, Merchant's Hotel Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 318 Third Ave E Receiver
 J. M. Rummel, Merchant's Hotel, Magazine Agent

50. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.
 J. Hurley, Box 107 Master
 R. E. Noble, Box 107 Secretary
 T. F. Frawley, Box 107 Collector
 D. A. Smith, Box 107 Receiver
 H. C. Carragher, 821 P. St Magazine Agent

51. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 Wm. Footham Master
 Wm. H. Webb Secretary
 D. S. Ganty Collector
 Wm. R. Fisher Receiver
 John J. McInnis, Box 119 Magazine Agent

52. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.
 Fred. A. Sproule Master
 James Mahoney, 322 Dufferin St Secretary
 Jno. Donaldson Collector
 Wm. Hyndman, Box 366 Receiver
 Wm. B. Ritchey, 41 Hook Ave Magazine Agent

53. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M.
 E. P. Curtis, Box 72 Master
 T. H. Henderson Secretary
 W. H. Pipkin, Box 10 Collector
 S. M. Bridgewater, Box 10 Receiver
 W. S. Carter, Box 10 Magazine Agent

54. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.
 Wm. A. White, South Butte Master
 Geo. Cross, L. Box 8, 8 Butte Secretary
 Geo. Boomer, South Butte Collector
 J. S. Sweeney, L. Box 11, South Butte Receiver
 Jos. Crunican, South Butte Magazine Agent

55. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 Geo. W. Dailey, 199 Wallen st Master
 Geo. Downey, 13 Wenham Ave Secretary
 H. L. Brown Collector
 L. A. Ogden, 233 Center St Receiver
 S. Ide, 64 Monson St Magazine Agent

56. JOHN HICKEY; South Kaukauna, Wis.

Meets 2d and 4th Sundays at 1:30 P. M., in Dugan Hall.
 Charles Daley Master
 J. M. Golden Secretary
 R. B. Nichols, Box 120 Collector
 A. Schrader Receiver
 E. Doner, Box 497, Antigo Magazine Agent

57. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave Master
 J. E. Coyne, 121 Pacific Ave Secretary
 A. H. Flynn, 87 Pacific Ave Collector
 Wm. T. Donner, 93 1/2 Alix St Receiver
 P. J. LeSueur, 56 1/2 Verret St Magazine Agent

58. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Chas. T. Dillard, Box 74 Master
 Geo. L. Stein, 34 W Third st Secretary
 Belvie Ba bee Collector
 J. S. Keane, 106 W Main St Receiver
 George L. Stein, 34 W 3d St Magazine Agent

59. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sunday afternoons.
 J. S. Sheehan, 1110 W 6th St Master
 H. E. Jordan, 8th and Baymiller St Secretary
 George W. Snyder, 56 Storrs St Collector
 H. E. Jordan, 401 W. 4th St Receiver
 H. E. Jordan, 401 W. 4th St Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in K. P. Hall, corner Bloomington and Franklin Avenue, South, 1st Sunday at 1:30 P. M., and 3d Monday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 Patrick Perusse, 116 Cedar ave S. Secretary
 J. D. Shewmaker, 1837 22d St. So. Collector
 George Cavanaugh, 2426 Fort Ave. Receiver
 J. D. Shewmaker, 1837 22d St. S. Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weller's residence, 1st and 3d Sundays at 2 P. M.
 John W. Thorpe, Neicong Master
 William Weller, Box 26 Secretary
 Theo. F. Ayers Collector
 William Weller, Box 26 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays at 8:30 P. M.
 John S. Eveland Master
 Jeremiah Desmond Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets in room 25 Bernard's Block, cor. Clark and 4th Ave., every Monday evening at 7:30.
 W. Crouse, 1222 Titus st. Master
 R. B. Hind, 1024 South 7th st. Secretary
 C. H. Curtis, 880 S. 9th St. Collector
 Ellis Roberts, D. & R.G. Round House Receiver
 E. A. Schlereth, 911 S. 9th St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.
 H. M. Newcomb Master
 R. J. Hyde Secretary
 R. W. Butler Collector
 T. I. Hyde Receiver
 Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 W. R. Sanders, Box 168 Newport News, Va. Master
 C. I. Smith, C. & O. Round House Secretary
 D. C. McLeod, C. & O. Round House Collector
 W. R. Sanders, Box 168, Newport News. Receiver
 W. R. Sanders, Box 168, Newport News, Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 2d Wednesdays at 2:30 P. M., and 4th Sunday at 8 P. M.
 Fred. Clutterbuck, Box 624 Master
 Moses Cole Secretary
 Chas. L. Austin, North Bend, B. C. Collector
 R. Bunt, Kamloops, Box 58 Receiver
 James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. F. Hall, cor. Dauphin and Jackson Sts., 2d Sunday at 1 P. M.
 F. J. Carney, L. & N. Shops Master
 T. W. Ke n s, L. & N. Shops Secretary
 W. Kerns, L. & N. Shops Collector
 C. W. Barnard, L. & N. Shops Receiver
 Theady Green, L. & N. Shops Magazine Agent

278. WHITE BREAST; Laredo, Tex.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M., and 2d and 4th Sundays at 8:30 P. M.
 W. B. Metcalf, Box 108 Master
 C. S. Crawford Secretary
 W. H. Mabry Collector
 W. B. Metcalf, Box 108 Receiver
 J. B. G'Sell Magazine Agent

279. MONTE SANO; Tusculumbia, Ala.

Meets in K. P. Hall 1st Saturday.
 R. P. Taylor Master
 H. H. Burkhardt Secretary
 H. L. Smiley Collector
 H. H. Burkhardt Receiver
 S. M. Hall Magazine Agent

280. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.
 Jacob Myers Master
 Henry Peelle Secretary
 James Kinney Collector
 Jacob Myers Receiver
 J. H. Lanahan Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 2d and 4th Sundays at 9 A. M.
 J. F. Cronlon, Box 61 Master
 A. Miller, Box 61 Secretary
 W. H. Martin, Box 61 Collector
 R. D. Corey, Box 61 Receiver
 F. L. Douglas, Box 61 Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnear Secretary
 W. C. Christain Collector
 Harry Standring Receiver
 C. H. Tennyson Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 8 P. M.
 James Hanrahan, Hallstead Master
 E. Edinger, Box 67 Secretary
 W. B. Trowbridge, Hallstead Collector
 S. H. Wells, Hallstead Receiver
 S. H. Wells, Hallstead Magazine Agent

284. ELK CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Lee R. Watrous, 184 Rosette st Master
 Ed. A. Ferrill, 32 Spring st Secretary
 Edw. d J. Kenney, Box 1124 Collector
 R. A. Bishop, 160 DeWitt St. Receiver
 Ed. J. Kenney, Box 1124 Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Henry L. Stearns, 4 Wooster St. Master
 M. Porter, Box 278 East Hartford Secretary
 J. H. Ormond, 55 Allen Place Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Ormond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
 Will H. Moore, 110 Kirk st. Master
 Will F. Carle, 608 N Washington Ave. Secretary
 Will H. Moore, 110 Kirk st. Collector
 Fred. J. Hill, 626 N Eighth st Receiver
 Will F. Carle, 608 N Washington Ave. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 13th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave Master
 J. C. Kochenderfer, 1814 Union ave Secretary
 J. J. Anthony, 1815 Eighteenth at Collector
 A. B. McGaughey, 1612 Eleventh ave Receiver
 Jas. J. Anthony, 1018 18th St Magazine Agent

288. KENNET; Etherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. L. Houlthouser, Box 5 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 85 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Sessler, 220 Montgomery ave Master
 J. C. Glibreth, 618 Cowart St Secretary
 John Smith, 48 Roseville ave Collector
 Henry Schneitman, 28 Neeby st Receiver
 Garrie Vanarsdale, 158 Cowart St Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
 J. T. Hart, 416 Washington st. Master
 C. E. Lowe, 640 Clay st., S. 8 Secretary
 B. E. McClam, 148 Riverside st. Collector
 M. Reardon, 416 Washington st. Receiver
 L. B. Bickel, 120 3d St., S Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Schiellein Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.
 Edward Locke, Sackman st. and Liberty ave Master
 James Muldoon, 12 Gunther Place Secretary
 Geo. P. Smith, 46 Williams ave Collector
 Thomas H. Smith, 798 Monroe St. Receiver
 John A. Bolger, 12 Hull st (E.D.) Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 8:00 A. M.
 C. W. Kidd Master
 F. H. Richards Secretary
 C. W. Kidd Collector
 M. C. Andrus Receiver
 C. W. Kidd Magazine Agent

293. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
 James H. Riley Master
 Henry A. Heberling, Box 646 Secretary
 Frank H. Bernhardt Collector
 Henry A. Heberling, Box 646 Receiver
 Thos. D. Harrington, Box 265 Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and last Saturday. 1st Thursday after 1st Saturday at 7:30 P. M.
 E. L. Newcomb Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 E. L. Newcomb Receiver
 H. A. Wells Magazine Agent

295. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady Sts. 1st and 3d Sunday.
 J. J. Sheahan, 522 Esplanade ave Master
 F. W. Duncan, 110 W 5th St Secretary
 F. W. Duncan, 110 W Fifth st Collector
 Martin Gillin, 818 Switz St Receiver
 D. H. Moriarity, 1409 Perry St. Magazine Agent

296. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.
 M. T. Osborne Master
 Alex Stewart Secretary
 Frank L. Benidict Collector
 Thos. B. Taylor, Box 406 Receiver
 Dan. F. Lantry Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 B. M. Bennett, Box, 182 Master
 C. E. Buehler Secretary
 T. M. Vawter, 1718 Rowan st., Louisville, Ky Collector
 B. M. Bennett, Box 182 Receiver
 B. M. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
 B. L. Hardaway, Glasgow, Mont., Box 35 Master
 Geo. McLean, Glasgow, Mont Secretary
 C. T. Doctor, Glasgow, Mont. Collector
 Frank Miller, Glasgow, Mont Receiver
 John W. Goss, Great Falls, Montana Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
 George W. Reed, Box 98 Master
 W. H. Zink, L Box 80 Secretary
 J. W. White, Box 808 Collector
 B. W. DeHaven, Box 692 Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 Lewis A. Wilson Master
 Harry F. McLean, Box 831 Secretary
 Frank Smutser Collector
 Chas. W. Brown Receiver
 Harry F. McLean, Box 831 Magazine Agent

301. GREEN MOUNTAIN; Lyndeville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
 J. C. Oakley Master
 A. L. Howe Secretary
 T. S. Averill Collector
 W. C. Baldwin Receiver
 T. G. Averill Magazine Agent

302. YOUNGHOGENY; Conneville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.
 J. P. Smith, Box 261 Master
 Geo. Dull Secretary
 S. A. McPhee, Box 387 Collector
 Geo. Dull Receiver
 T. F. Hunt Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.
 J. J. Corcoran, 159 N. Park St Master
 J. M. Rathbun, 180 Jackson St Secretary
 H. D. Mumaw, 32 S. Park St Collector
 Thomas Jefferson, 61 S. Illinois St Receiver
 J. M. Rathbun, 180 Jackson St Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at 7:30 P. M.
 Wm. Johnson Master
 Chas. J. Jacks Secretary
 J. S. Sharp Collector
 Jos. J. Hicks Receiver
 G. J. Scaggs Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
 William Burrage, Box 79 Master
 Russell Woods Secretary
 John B. Baxter Collector
 John Bosman Receiver
 John B. Baxter Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block
 Clarence E. Woods Master
 Homer V. King Secretary
 Henry P. Hutchins, East Concord Collector
 Henry W. Merrill, West Lebanon Receiver
 J. C. Mussey, Box 117, W. Lebanon Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
 G. H. Leikam, Box 137, Merrick Master
 Chas. A. Chapin, Box 255, Merrick Secretary
 John Fenton, 585 Chestnut st Collector
 F. B. Child, 87 Main st Receiver
 Frank H. Gero, 140 10th St Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30 P. M.
 E. Spradling, Box 109 Eagle Pass, Tex Master
 Frank B. Slater, Box 109, Eagle Pass, Texas Secretary
 E. T. Manning, Box 109, Eagle Pass, Tex Collector
 E. T. Manning, Eagle Pass, Texas Receiver
 J. H. Moore, Box 109 Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.

Meets 2d Mondays and 4th Saturdays at 8:00 P. M. in Schwallenberg Hall.
 Wm. Carroll, 184 Eighth St Master
 Andrew J. Walker, Mineola, L. I Secretary
 John J. Galvin, 46 Clay St., Green Point, L. I Collector
 August H. Rauttle, 70 East ave Receiver
 Wm. Rooney, 129 East Ave Magazine Agent

- 310. CHESTNUT RIDGE ; Derry Station, Pa.**
Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.
W. J. Toole Master
H. C. Martin Secretary
J. T. Cole Collector
M. G. McKelvey Receiver
A. J. Dunmire Magazine Agent
- 311. BELLE PLAINE ; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in B. of L. F. Hall.
J. H. McPeak Master
Ed. Zimmerman Secretary
Milton Quigley Collector
Robert Rippin, Box 238 Receiver
T. H. Garrity Magazine Agent
- 312. MOUNT SHASTA ; Dunsmuir, Cal.**
Meets in I. O. O. F. Hall every Monday night.
G. E. Schuler Master
Wm. P. Haskell Secretary
Leo Martin Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent
- 313. KAW VALLEY ; Armourdale, Kansas.**
Meets in Melville Hall, alternate Mondays at 7:30 P. M.
Oscar Kengott, 606 Colorado Ave., Kansas City Master
John M. Frain, 352 S. Seventh St., Kansas City Secretary
J. A. Fike Collector
E. C. Haddock, Box 188 Receiver
A. H. Ashley, Box 147 Magazine Agent
- 314. GRAND FORKS ; Grand Forks, North Dakota.**
Meets in I. O. O. F. Hall, cor. Ketson ave and 4th St., 1st and 3d Sundays at 2 P. M.
Geo. W. Sebastian, Box 385, Crookston, Minn Master
G. S. Chase, Box 214 Secretary
James Myler Collector
James Hamm, 1101 Broadway Receiver
Chas. Beckers, Box 242 Barnesville, Minn Magazine Agent
- 315. TROY CITY ; Green Island, N. Y.**
Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall, 101 Hudson Ave.
Wm. Riley, 436 Tenth st., Troy Master
Henry O'Neil, 434 Tenth st., Troy Secretary
Willis, J. Spafford, 245 Ninth st., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
Eugene D. Brizee, 472 8th Ave., Troy, Mag. Agent
- 316. OMEGA ; Buffalo, N. Y.**
Meets in Siebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.
Jas. Romley, 925 Clinton st Master
Wm. H. Walsh, 1903 Broadway Secretary
P. J. Donovan, 780 S Division St Collector
John J. Kinney, 81 Walter st Receiver
P. J. Donovan, 780 S Division St., Magazine Agent
- 317. WELCOME HOME ; Henderson, Ky.**
Meets in I. O. O. F. Hall, every Saturday evening at 7:30 P. M.
E. H. Zirkel Master
A. Ingersoll, O. V. Ry shops Secretary
N. T. Sandefer, L. St. L. & F. shops Collector
P. J. Kramer, O. V. Ry shops Receiver
H. S. Shaner, L. St., St. L. & T. shops Magazine Agent
- 318. IRON CITY ; Glenwood, 23d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
J. F. Wills, Glenwood, 23d Ward Master
W. E. McMinn, Glenwood, 23d Ward Secretary
W. H. Frasier, Glenwood, 23d Ward Collector
J. F. Wills, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent
- 319. MOUNT MORIAH ; Philadelphia, Pa.**
Meets in Miller's Hall, 6215 Woodland Ave., every Sunday at 2 P. M.
T. Helms, 224 Barney St., Baltimore, Md. Master
J. E. Sentman, 62d and Woodlawn Ave Secretary
C. C. Craig, 60th above Woodlawn Ave Collector
B. W. Hance, 6201 Woodlawn Ave Receiver
J. E. Sentman, 62d and Woodlawn Ave Magazine Agent

- 320. ARBITRATION ; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
D. Lorian, 357 Edgerton St., St. Paul Master
D. C. Morrison, 590 Farquise St., St. Paul Secretary
Henry A. Young, 118 Arch st., St. Paul, Collector
Chas. L. Work, 911 Lawson St., St. Paul Receiver
P. Copeland, 241 S. Main st., Stillwater Magazine Agent
- 321. SNOW DRIFT ; Champaign, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
Herbert Gay Master
Geo. B. Nicholson, Box 113 Secretary
Fred Macy, Box 117 Collector
E. W. Hilliard, Box 110 Receiver
Thos. Burt, Box 112 Magazine Agent
- 322. JULIEN ; Dubuque, Iowa.**
Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
M. D. Denmore, 290 Broadway Master
W. W. Ayers, 90 Broadway Secretary
Henry West, 290 Broadway Collector
Thos. O'Brien, 2,351 Washington St Receiver
Ullman D. Luce, 799 W. 14th St., Chicago, Ill Magazine Agent
- 323. ANTHRACITE ; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Andrew Frank Master
James McCabe Secretary
Michael Schmauch Collector
James McCabe Receiver
Joseph Mucklow Magazine Agent
- 324. SOUTHERN CROSS ; Gainesville, Texas.**
Meets in K. of P. Hall every Sunday at 7:30 P. M.
E. R. Curl Master
F. Johns Secretary
W. A. Hinds Collector
C. E. Winther, L Box 420 Receiver
A. Golke Magazine Agent
- 325. SATILLA ; Waycross, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
G. W. Barnes Master
D. E. Coughlin Secretary
A. C. Nail Collector
Wm. L. Knox Receiver
John W. Miller Magazine Agent
- 326. POLWELL ; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
Geo. E. Lovelace, cave Model Restaurant, Master
A. J. O'Hara, 15 Davis st Secretary
G. P. Clough, 6 Allison st Collector
G. P. Clough, 6 Allison St Receiver
M. W. Maybee, 17 1/2 Pike St Magazine Agent
- 327. SILVER MOUNTAIN ; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening.
F. B. Hardy Master
Charles Diefenbaugh Secretary
Jos. Schutt Collector
Edward Korausse Receiver
Jas. A. McElwell Magazine Agent
- 328. SPANISH PEAKS ; La Junta, Colo.**
Meets in Grand Army Hall, Mondays, at 2 P. M.
John C. Cole Master
Charles Gray Secretary
Archibald Russell Collector
Leslie Jones Receiver
L. W. Gilbert Magazine Agent
- 329. SOLOMON VALLEY ; Downs, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
John Milheiser, Box 102 Master
A. Dillon, L Box 188 Secretary
John Milheiser, Box 102 Collector
E. J. Dunlap, L Box 296 Receiver
Gus Lind, Box 147 Burr Oak Kan Mag. Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 Frank Vaughn, 319 Berger Ave., Armour-dale, Kansas Master
 E. D. Root, 41 S. 7th St. Secretary
 J. F. Casey, 617 W. 7th St., Kansas City, Mo. Collector
 E. D. Root, 41 S. 7th St. Receiver
 G. W. Smith, 11 N. 7th St. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Masonic Hall, Cor. 79th st, 1st and 3d Sundays at 2:30 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, 8 Englewood Secretary
 T. J. Hogan, 714 Englewood Ave. Collector
 J. D. Flood, Box 34, 8 Englewood Receiver
 Wm. T. Clodgio, Box 91, Auburn Park Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets in Library Building 1st Sunday and every Wednesday at 7 P. M.
 W. B. Haws, C. R. R. Master
 J. W. Wright, C. R. R. Secretary
 W. P. McKinney, C. R. R. Collector
 J. I. Rooney, C. R. R. Receiver
 C. E. Bailey Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3047 Lancaster St., alternate Wednesdays at 8 P. M.
 Geo. W. Reynolds, 438 Sloan st. Master
 Harry C. Reagan, 725 De Kalb st. Secretary
 C. H. Maul, 830 N 40th St. Collector
 John A. Boehn, 3015 Wallace st. Receiver
 H. C. Reagan, 725 De Kalb St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Thursday night
 E. S. Freeman Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 111 Moreau St.
 Patrick McFall, 78 Chatham at Montreal. Master
 A. Maynes, 64 Moreau St. Secretary
 Alfred Pring, 89 Marlborough at Collector
 J. G. A. Brseau, 83 Moreau St. Receiver
 C. Herbert Pye, Smith's Falls, Ont. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 G. Harman, Box 45, Monett, Mo. Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summervell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
 Frank Dickens, 1311 Reservoir ave. Master
 Chas. M. Morgan, 1616 Bellevue ave. Secretary
 E. M. Reynolds, 1223 Reservoir ave. Collector
 Homer Howard, 1210 Reservoir ave. Receiver
 J. W. Leonard, 1641 Bellevue Ave., Mag. Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Charles E. Coleman Master
 Fred Kirby Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. RED MOUNTAIN; Birmingham, Ala.

Meets in Allen Hall every Sunday at 9 A. M.
 C. F. Barnett, Union Ticket Office Master
 W. G. Bailey, L Box 708 Secretary
 W. M. Alexander, 1,604 7th Ave. Collector
 W. C. Bickel, 1721 Ave. B Receiver
 H. M. Turner, Room 19, Hood Building Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thursday at 7:30 P. M.
 Thos. Breen, L Box N Master
 John Clarke, L Box N Secretary
 Wm. S. Dix, L Box N Collector
 Chas. E. Jackson, L Box N Receiver
 W. N. Breen, L Box N Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
 Robert J. Geddis Master
 Joseph Callin Secretary
 Wm. Tomlinson Collector
 John Simmons Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th Thursday.
 Wm. Lowe, Box 66 Master
 Leonard Dobbin, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Wm. Veal, Box 54 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.
 Frank Sellstrom, Lima Master
 Wm. B. Dean, Box 9 Lima Secretary
 Silas W. Nugent, Lima Collector
 Albert E. Jones, Lima Receiver
 W. B. Dean, Lima Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.
 J. V. Dailey, 427 Nevada Ave. Master
 Jas. E. Durden, Box 531 Secretary
 J. V. Dailey, 427 Nevada ave. Collector
 D. M. Lewis Receiver
 John McCauley Magazine Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.
 H. E. Wood, Box 24 Master
 M. A. Frame, Box 24 Secretary
 Joseph Gerard, Box 24 Collector
 James Lyons, Box 24 Receiver
 M. Phegley, G. C. & S. F. Shops, Dallas Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 8 P. M.
 R. F. Metts, L. & N. R. R. Shops Master
 Thos. J. Williams, L. & N. R. R. Shops Secretary
 Wm. H. Stearns, jr., L. & N. R. R. Shops Collector
 R. F. Metts, L. & N. R. R. Shops Receiver
 R. P. Harmon, 1106 E. Jackson St. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall every Thursdays at 8 P. M.
 Wm. A. Williams, L Box 21 Master
 Benj. Oldham Secretary
 Augustus Falkner Collector
 B. S. Williams, L Box 21 Receiver
 James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 8 P. M. in K. of P. Hall.
 D. M. Neidigh Master
 O. M. Abel, Box 142 Secretary
 H. M. Wall Collector
 Henry Henson, Box 311 Receiver
 E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.
 Wm. Peoronto, New Durham Master
 M. Whiskers Secretary
 M. Whiskers Collector
 Harry Poynton, Box 2, New Durham Receiver
 Joe Lewis, New Durham Magazine Agent

- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
T. R. Mertz Master
C. J. Coley Secretary
Levi M. Landis Collector
W. J. Ditzler Receiver
Jas. P. Wade Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
Chas. F. Packer Master
J. N. Deterline Secretary
J. N. Deterline Collector
Charles Prutzman Receiver
Wm. Hartly Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
John H. Sweeney, 9 Fairfield st Master
J. W. McGarghan, 9 Fairfield st Secretary
H. P. Hill, 73 Main st Collector
C. P. Kelly, 89 Foundry St Receiver
J. W. Holland, 175 S. Main St. Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets in E. A. U. Hall, 1st and 3d Sundays.
C. F. Whitehouse, 24 Howe st Master
W. R. McGuirk, 96 State St. Secretary
H. Laselle, 23 Pine st Collector
D. Townner, 6 Pine st Receiver
W. R. McGuirk, 96 State St. Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
John Parker, 102 Orange st. Newark Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange Collector
John Lord, 136 Morris st, Morristown Receiver
C. Q. Carman, Jr., Boonton Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 184 S Hickory St Master
M. O'Grady, 701 Scott St Secretary
J. W. Hunt, 804 2d Ave Collect
T. F. Hannan, 411 S Desplaines St Receiver
M. O'Grady, 701 Scott St Magazine Agent
- 356. CHAUNCEY M. DEPEW; Albany, N. Y.**
Meets 1st and 3d Sundays at 2 P. M.
D. L. Ingalls, 75 Perry st Master
R. J. Lilly, 57 1st St Secretary
E. J. Lilly, 57 1st St Collector
M. E. Hogan, 98 2d St Receiver
M. E. Hogan, 98 2d St Magazine Agent
- 357. JUSTICE; Vanceborough, Maine.**
Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland St
St. John, N. B. Magazine Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
Morris Leahy, 391 Greenwood ave Master
W. E. Ferrin, 127 E. Isabel St Secretary
Peter Ralston, 38 Chicago ave Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whiten, 1015 Washington Ave., S. Minneapolis Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.
H. A. Hammond Master
S. H. Barner, E 4th st Secretary
Chas. Weddle, E Harvey ave Collector
Wm. T. Mahan, Chanute Receiver
J. F. Kendall Magazine Agent

- 360. COLD SPRING; Springfield, Ohio.**
Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
Sam. R. Pursell, 985 Camp St., Sandusky, O. Master
A. W. Binns, E High St. Secretary
James J. Jordan, 27 Scott st Collector
Joseph A. Taylor, 1027 Market St., Sandusky Receiver
Jos. Greetham, 1204 Washington st., Sandusky Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**
Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.
Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. E. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent
- 362. CATARACT; Suspension Bridge, N. Y.**
Meets at Colts' Hall, 2d and 4th Tuesdays.
David Healy, 57 3d St., Niagara Falls Master
John C. White, Box 825 Secretary
R. J. Pitts, 56 4th St Collector
Chas. A. Baker, 141 5th St. Receiver
R. J. Pitts, 56 4th st., Niagara Falls Mag. Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at Suburban Hall, 518 E. 140th St., 1st and 4th Sundays.
J. M. Reilly, 324 North Ave Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains Collector
M. J. Lynch, 545 E. 139th St. Receiver
M. J. Lynch, 545 E. 139th St. Magazine Agent
- 364. SOUTHERN STAR; Sanford, Fla.**
Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
C. S. Perry Master
C. T. McDaniel, Palatka Secretary
Andrew A. Harvey Collector
A. J. Holland Receiver
Andrew A. Holland Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets in G. A. R. Hall 1st and 3d Saturday evenings.
J. W. Stack Master
A. E. Wells, Box 608 Secretary
F. L. Darling, Windsor Collector
A. G. Firman, Windsor Receiver
F. E. Keach, 1 Katabrook St., Brattleboro Magazine Agent
- 366. OASIS; Ogden, Utah.**
Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
G. J. Burleigh, 2874 So. Washington ave Master
M. P. McMillan, Box 372 Secretary
James Tomasek, Box 372 Collector
C. H. Bishop, Box 372 Receiver
Sam Walker, Box 372 Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets in Johnson's Hall, 1st and 3d Saturday evenings.
G. L. Pepper Master
J. G. Dikeman Secretary
M. J. McCabe, Box 200 Collector
John G. Dikeman Receiver
M. J. McCabe, Box 200 Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of H. Hall on Booneville St. (Headly Blk.) 1st and 2d Tuesday at 7:30 P. M., and 2d and 4th Monday at 2 P. M.
D. H. Diller, 558 W Pine St Master
Jno. Gallagher, 343 Brower St Secretary
J. R. Hambley, 824 Olive St. Collector
F. B. Squires, 737 Lincoln St. Receiver
J. W. Welch, 924 State St. Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets corner Main St. and Central Ave., 1st and 3d Thursdays at 2:30 P. M. and 2d and 4th Thursdays at 7:30 P. M.
E. T. Carroll Master
G. P. Metter, Box 18 Secretary
L. O. Leimbach Collector
J. C. Wickham, Box 304 Receiver
Edward Turner Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 A. H. Benson Master
 W. C. Ferguson Secretary
 C. N. Leaman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 E. S. Beardon, Box 335 Master
 A. H. Page, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 A. H. Page, Box 335 Receiver
 A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 W. D. Pettibone, Box 185 Master
 L. C. Soldan, Box 83 Secretary
 J. G. Berry, Box 83 Collector
 W. D. Pettibone, Box 185 Receiver
 A. M. Conaty, Box 83 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 James McQuaid Master
 W. F. Hackett Secretary
 F. Courtway Collector
 Frank McAdams, Box 223 Receiver
 Geo. W. Warren, Box 223 Magazine Agent

374. McALLISTER; Herington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, Box 92 Master
 J. M. Collier Secretary
 O. L. McChord, L. Box 387 Collector
 H. G. Decker, L. Box 389 Receiver
 H. G. Decker, L. Box 389 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d Sundays at 2 P. M.
 Horace Hopkins, 465 May St Master
 John Stevens, 324 Linden St Secretary
 Frank G. Stillwell, 28 N Van Lear St Collector
 N. W. Rose, 19 Galloway St Receiver
 Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 R. J. Sandidge, L. Box 2 Master
 H. B. Haviland, Box 253 Secretary
 B. L. Wheatley, L. Box 42 Collector
 B. J. Morgan, Box 383 Receiver
 Frank Walker, L. Box 39 Magazine Agent

377. NICKEL PLATE; Cosneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 P. M., and 2d and 4th at 8:00 A. M.
 J. E. Mvers Master
 J. L. Schreiner, Box, 597, Bellevue Secretary
 O. F. Wilkins Collector
 C. A. Wilcox, Box 301 Receiver
 G. W. Nash Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
 Wm. Newman, McKee's Rocks Master
 Samuel Evans, McKee's Rocks Secretary
 W. F. Morgan, McKee's Rocks Collector
 Clare L. Hinsdale, McKee's Rocks Receiver
 T. J. McCormick, McKee's Rocks Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm. Preston, Waverly, N. Y. Master
 James H. Denton, Box 290 Secretary
 Wm. J. Stewart, Box 216 Collector
 Johnson Walt Receiver
 H. C. Beam, Waverly N. Y. Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
 A. A. Zimmerman, 123 Lincoln St Master
 Frank Cox, Box 691 Secretary
 A. A. Zimmerman, 123 Lincoln St Collector
 Wm. J. Aggus, 248 Seventh ave. E Receiver
 Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemangh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays a 1:30 P. M.
 J. L. Williams Master
 E. E. Pringle Secretary
 J. A. Keifer Collector
 F. B. Curtis Receiver
 H. M. McFeaters Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 330 Master
 J. J. Purcell, Box 1150 Secretary
 Wm. Doyle Collector
 J. M. Dowd, Box 1150 Receiver
 Jas. H. McMahan Magazine Agent

383. PETROLEUM; Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
 John H. Quirk, Box 330 Master
 S. C. Lowrey, Box 598 Secretary
 John Davis, Box 783 Collector
 A. G. Sittig, Box 80 Receiver
 L. E. Stone, 317 Seneca St Magazine Agent

384. R. H. WILBUR; Lehighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 A. T. Henry, Box 122, Weissport, Pa Master
 Wm. F. Holford Secretary
 Alvin H. Miller Collector
 Alfred Dreisbach, Weissport Pa Receiver
 Wm. F. Holford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 B. L. McGinnis Magazine Agent

386. KANOA; San Diego, Cal.

Meets 2d Sundays at 2 P. M. and 4th Sundays at 8 P. M.
 Jas. L. Stearns, National City Master
 Alfred T. Washington, National City Secretary
 Jas. L. Stearns, National City Collector
 R. V. Dodge Receiver
 J. M. Davis, Box 573 National City Mag. Agent

387. RED ROCK; Schreiber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
 Wm. T. Norris, Box 111 Master
 Fred. Hedge Secretary
 Wm. Fixter Collector
 Hugh Gwynne Receiver
 James Wilson, Box 38 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays at 2:30 P. M.
 J. M. Grobben, 942 Kinnickinnic Ave Master
 P. B. Fay, 345 Van Buren st Secretary
 Wm. McHenry, 198 Burrell St Collector
 Wm. McHenry, 198 Burrell St Receiver
 John Pier, 264 Madison St Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I.O.O.F. Hall, 2d and 4th Sundays at 2 P. M.
 M. J. McCarthy Master
 W. M. Black Secretary
 W. M. Black Collector
 A. H. Tucker Receiver
 Jerry Shea Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 James H. McBride Master
 J. C. Doughty Secretary
 Frank P. Doughty Collector
 C. H. Oliver Receiver
 Wm. Winfrey Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
 2d and 4th Sundays at 2 P. M.
 Wm. A. Lawrence, 2726 Kansas ave. Master
 E. H. Pattison, 2718 Kan's Ave Secretary
 Robert Eyler, 2520 Hamilton st. Collector
 E. M. Babb, 2621 Kinsley st. Receiver
 E. M. Babb, 2621 Kinsley St. Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellow's Hall 1st and 3d Monday
 evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin, Box 39 Collector
 Wm. R. Ransom, Cokeville Receiver
 Jno. A. Rowe, Box 123 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 J. W. Boyer, 1220 Wallace St. Master
 S. M. Myers, 506 Kelker St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 William K. Drake, 1581 N 6th St. Receiver
 William C. Taylor, 1506 N 5th St. Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
 2d Saturday and 4th Sunday at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 E. K. Cole, Riverside Hotel Secretary
 Charles E. Harris Collector
 E. K. Cole, Riverside Hotel Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Sundays at
 7:30 P. M.
 S. C. Pearson, L. Box 129 Master
 Wm. Ashworth, L. Box 129 Secretary
 John T. Cuff, 118 Topeka av., Topeka, Collector
 C. S. Wilcox, L. Box 129 Receiver
 John T. Cuff, 118 Topeka av., Topeka, Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 2:30 P. M.
 Paul J. McBride Master
 A. F. Keith Secretary
 C. C. Hanlin Collector
 G. W. Seybert Receiver
 G. W. Seybert Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays,
 at 10:00 A. M.
 N. B. Scrogin Master
 F. M. Rainey Secretary
 J. M. Gleadall Collector
 N. B. Scrogin Receiver
 Frank J. Farnell Magazine Agent

398. CONSTANT; Olean, N. Y.

Meets alternate Sundays at A. O. of A. M. Hall.
 J. H. Brinkerhoff, Nunda Master
 W. P. Branch, 22 Whitney ave. Secretary
 A. F. Johnson, 192 Sixth st. Collector
 Thos. F. Little, 157 Eighth st. Receiver
 W. P. Branch, 22 Whitney ave. Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at
 7:30 P. M.
 James Gordon, Jr., 586 N Rampart St. Master
 W. A. O'Donnell, 164 Laurel St. Secretary
 Jas. Gordon, Jr., 586 N Rampart St. Collector
 George Perry, 120 Washington Ave., 3d
 dist Receiver
 W. A. O'Donnell, 164 Laurel St. Magazine Agent

400. MARIAS DES CYGNE; Oswatimie, Kan.

Meets in Odd Fellows' Hall every Saturday at 7
 P. M.
 M. C. Barker Master
 E. L. Davis Secretary
 George P. Reed Collector
 Daniel King Receiver
 Daniel King Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at
 10 A. M. and 2d and 4th Sundays at 4 P. M.
 Walter H. Bell, Box 68 Master
 B. L. Seables, Box 265 Secretary
 George Glydenskog Collector
 Martin Muth Receiver
 M. O'Rourke, Duluth Magazine Agent

402. WATER LILY; Water Valley, Minn.

Meets in Odd Fellows' Hall, 1st and 3d Monday
 at 2 P. M.
 J. R. Gaffney, Box 65 Master
 J. W. Diesel, Box 65 Secretary
 Wm. G. Guess, Box 65 Collector
 Jacob P. Bengtson Box 111 Receiver
 J. R. Gaffney, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. P. Hall 2d and 4th Sundays at 2 P. M.
 Walter M. Moore, 610 Dinwiddie St. Master
 O. W. Gaskins, cor. County and Pearl sts. Secretary
 O. W. Gaskins, cor. County and Pearl st. Collector
 Walter M. Moore, 610 Dinwiddie St. Receiver
 J. F. Sullivan, 103 Crawford St. Magazine Agent

404. GRAVITY; Dunmore, Pa.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2
 P. M.
 W. W. Swartz Master
 Chas. E. Collins Secretary
 W. J. Stuart Collector
 Daniel Wescott Receiver
 Dan. Gilbride Magazine Agent

405. VANDALIA; Elmhurst, Ill.

Meets in K. H. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Crise, Box 251 Master
 Jacob Schmidt, Box 301 Secretary
 W. H. Crise, Box 251 Collector
 August Underriener Receiver
 James Lett, Box 251 Magazine Agent

406. THANKSGIVING; Foxburg, Pa.

Meets in Odd Fellows Hall, 2d and 4th Sundays
 at 6:30 P. M.
 Gillian C. Miller Master
 William F. Keefer Secretary
 Payson J. Lancaster Collector
 Jas. E. Dunlap Receiver
 John B. Gates Magazine Agent

407. PUGET SOUND; Seattle, Wash.

Meets in Brunswick Hall, cor. Madison and Front
 Sts., every Sunday at 7:30 P. M.
 Wm. Blackman, C. & P. S. Shops Master
 C. E. Houston, C. & P. S. Shops Secretary
 James Gilluly, care C. & P. S. Shops Collector
 C. E. Houston, care C. & P. S. Shops Receiver
 Geo. Burns, cor. 7th and Main St. Magazine Agent

408. CRYSTAL; Jacksonville, Ill.

Meets in A. O. U. W. Hall, south side Public
 Square, 1st and 3d Sundays at 2 P. M.
 Gus J. Vieira, 754 W. Lafayette ave Master
 F. E. Morrison, 131 Hardin ave Secretary
 F. E. Morrison, 131 Hardin ave Collector
 O. P. Haigrove, 1302 S. Main st. Receiver
 F. E. Morrison, 131 Hardin ave Magazine Agent

409. AIR LINE; Huntingburg, Ind.

Meets in K. P. Hall, 2d and 4th Sundays.
 Frank Thalmuller Master
 Frank Bowen Secretary
 Geo. W. Prout Collector
 Jas. A. O'Neill Receiver
 Frank Bowen Magazine Agent

410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.

Meets in G. A. R. Hall, 1st and 3d Sunday.
 F. L. Johnson, 21 Winthrop st. Master
 W. A. Clements, 99 Nashua st. Secretary
 A. F. Mason, F. K. R. Round House Collector
 J. D. Gleason Receiver
 J. M. Agnew, 100 Hilland ave Magazine Agent

411. WOLVERINE; Marshall, Mich.

Meets in A. O. H. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Bourke, Box 615 Master
 Jere P. Mahoney Secretary
 Thomas Butler Collector
 G. W. De La Vergne Receiver
 Joseph Faulkner Magazine Agent

412. MT. BAKER; Ellensburg, Wash.

Meets in Engineer's Hall, every Saturday evening.
 H. McCabe, Box 308 Master
 J. A. Patchett, Box 308 Secretary
 J. T. Kirby Collector
 A. W. Brummitt Receiver
 Ernest Stewart Magazine Agent

413. TWO REPUBLICS; San Luis Potosi, Mexico.

Meets in Hall 5, Calle De Morales No. 28, 1st and 3d Sundays at 2 P. M.
 John McBride Master
 Wylie McFarland Secretary
 Walter Blount Collector
 Frank O. Brantley Receiver
 F. O. Brantley, Box 122 Magazine Agent

414. ADAMANT; St. Louis, Mo.

Meets in Masonic Hall, Cor. Chouteau Ave. and Old Manchester Road, 1st and 3d Fridays at 7:30 P. M.
 W. W. Reid, 3908 Chouteau Ave. Master
 A. A. Fortney, 827 Old Manchester Road Secretary
 L. A. Wilson, 1045 Old Manchester Road. Collector
 A. A. Fortney, 827 Old Manchester Road, Receiver
 J. G. Hynes, 1218 Old Manchester Road Magazine Agent

415. MAYFLOWER; Louisville, Ky.

Meets in Market Hall, Shelby St., bet. Market and Jefferson Sts., Wednesdays at 2 P. M.
 B. W. Blue, 1018 Washington St. Master
 Geo. C. Twyman, 1280 New Main St. Secretary
 Blade Carr, 1415 Frankford Ave. Collector
 W. M. McKenna, 938 E. Jefferson St. Receiver
 W. M. McKenna, 938 E. Jefferson St. Magazine Agent

416. RADIANT; Mahoningtown, Pa.

Meets in Smith's Hall, 1st and 3d Sundays at 1 P. M.
 F. N. Truesdale Master
 J. H. McIlvenny Secretary
 Jas. G. Barrett Collector
 F. Churchfield Receiver
 Jacob McClain Magazine Agent

417. FT. SUMTEE; Charleston, S. C.

Meets in Irish Volunteer Hall, 12 Vanderhorst St., 1st and 3d Sundays.
 John B. Nunn, 1613½ Mark St., Augusta, Ga. Master
 J. J. Fickling, 168 St. Philip st. Secretary
 W. B. Johnson, 58 Line St. Collector
 F. J. Holtzlander, 14 Line St. Receiver
 J. J. Fickling, 168 St. Philip St. Magazine Agent

418. BALD EAGLE; Jersey Shore, Pa.

Meets in Engineer's Hall, cor. Allegheny and Wiley Sts., 2d and 4th Sundays at 1:30 P. M.
 Robt. L. Muir Master
 Thos. Snyder Secretary
 Patrick Sherry Collector
 C. H. Sherry Receiver
 W. H. Johnson Magazine Agent

419. STEPTOE BUTTE; Tekoa, Wash.

Meets in Warner's Hall, Main street, Tuesdays at 7:30 P. M.
 D. S. McDonald Master
 Geo. N. Smith Secretary
 J. J. Winslip Collector
 John Wilson Receiver
 H. K. Taylor Magazine Agent

420. ANN ARBOR, Owosso Mich.

Meets in G. A. R. Hall, Main and Washington streets, 2d and 4th Sundays at 2 P. M.
 Geo. W. Crinklaw Master
 Watson Hurst Secretary
 Geo. S. Corey Collector
 Frank E. Harrington Receiver
 James Moore Magazine Agent

421. WINDSOR, Windsor, Ont.

Meets 2d and 4th Mondays at 7:30 P. M.
 John A. Finnie Master
 J. H. Hall, Walkerville Secretary
 Thos. H. Yotes Collector
 C. B. Finley Receiver
 Thos. Noble Magazine Agent

422. LAKE VIEW, Ashtabula, Harbor, Ohio.

Meets in E. A. U. Hall, Harbor, 1st and 3d Sundays at 7:30 P. M.
 Rollin J. Mills, Box H Master
 E. J. Barnard Secretary
 M. C. Schram Collector
 Wm. Strong Receiver
 J. E. Fitzgerald, Ashtabula Magazine Agent

423. MOUNT HELENA; Helena, Mont.

Meets in I. O. O. F. Hall, Main and Jackson St., 2d and 4th Saturdays at 7:30 P. M.
 Thos. McCarthy, 1517 Gallatin St. Master
 F. W. Lenzie, 1506 Phoenix Ave. Secretary
 Jos. Wagner, care J. C. Stobbs, Depot. Collector
 O. F. Whitehead, care J. C. Stobbs, Depot, Receiver
 Jas. J. Grant, 1506 Phoenix Ave. Magazine Agent

424. FLEETWOOD; Covington, Ky.

Meets in Odd Fellows Hall, Madison Ave. and 5th St., 2d and 4th Sundays at 2 P. M.
 E. A. Lyman, 119 E. 13th St. Master
 Chas. E. Bass, 1899 Scott st. Secretary
 J. W. Kincald, 1414 Garrard St. Collector
 J. C. Green, 1899 Scott St. Receiver
 B. O. Chalkley, 1115 Washington St. Magazine Agent

425. PETER BURNS; East Nashville, Tenn.

Meets in Wingrover's Hall, North First st., every Monday at 8:00 P. M.
 Wm. Green, 28 North Second st. Master
 J. L. Enoch, 241 Foster st. Secretary
 L. M. Rowe, 241 Foster st. Collector
 H. P. Bledsoe, 205 Berry st. Receiver
 L. M. Rowe, 241 Foster st. Magazine Agent

426. TOMBIGBEE; Columbus, Miss.

Meets in K. P. Hall, 1st and 3d Sundays at 8:30 P. M.
 J. A. Cheatham Master
 Geo. W. Carson Secretary
 Percy W. Gardner Collector
 John W. Bealle Receiver
 Percy W. Gardner Magazine Agent

427. CONGAREE; Columbia, S. C.

Meets in Phoenix Hook and Ladder Fire Co. Hall, every Saturday at 7:30 P. M.
 T. M. Glenn, 249 Henderson st. Master
 M. J. Bolling, 164 Laurel st. Secretary
 C. A. Bigby Collector
 F. L. Outlaw, 164 Laurel st. Receiver
 W. S. Fetner, 41 Richland st. Magazine Agent

428. CHEROKEE; Van Buren, Ark.

Meets in A. O. U. W. Hall, 2d and 4th Thursdays at 7:30 P. M.
 E. S. Dickerson Master
 D. H. Eakin Secretary
 J. H. Brock Collector
 D. H. Eakin Receiver
 Frank Johnson Magazine Agent

429. MOUNT PLEASANT; Chicago, Ill.

Meets in Kane's Hall, 3155 Archer ave, 1st and 3d Sundays at 7:30 P. M.
 G. W. Martin, 2898 Main st. Master
 Chaffey Devana, 938 31st St. Secretary
 Joseph Smith, 3551 Marshall st. Collector
 Daniel Canney, 25 Fuller st. Receiver
 M. O. Ricksecker, 1513 35th st. Magazine Agent

430. WINCHESTER; Martinsburg, W. Va.

Meets in B. of L. F. Hall, corner Rawley and Martin sts., 1st and 3d Saturdays at 7:30 P. M.
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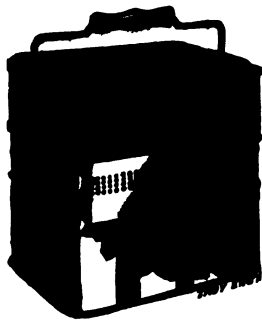
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[SEAL.]

CINCINNATI DIVISION, No. 95.

CINCINNATI, OHIO, September 5th, 1899.

This is to Certify, That Brother Chas. T. Brown is a member of this Division, No. 95, B. of L. E., and has been a member of the B. of L. E. for twelve years, and we can recommend him as an upright, honorable and worthy brother.

He has lately connected himself with the Railway Officials' and Conductors' Accident Association, of Indianapolis, Ind., and said Association has no connection whatever with the Order of Railway Conductors, or any other order or society—it being a distinct organization for the purpose of insuring railway employes in the United States, Canada and Mexico, against accidents. Brother Brown has been appointed Special Agent for the United States, Canada and Mexico, for the Mechanical Department of railroads. We feel confident that you will find anything Brother Brown represents to be just what he says.

E. E. McMILLAN, C. E. [SEAL.]
G. BAKER, F. A. E.

INDIANAPOLIS, IND., September 15th, 1899.

To BROTHER ENGINEERS:—Having been appointed Special Agent for the United States, Canada and Mexico, for the RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION, of Indianapolis, Ind., for the Mechanical Department of Railroads, and having been informed by reliable authority that some of the unprincipled representatives of other accident companies have circulated the report among Engineers and Firemen that this Association is connected with certain Orders and Societies; on account of such representations, which are untrue in every respect, I publish copy of above letter from Cincinnati Division, No. 95, B. of L. E., which will be sufficient without further explanation.

As all business from Mechanical Department of Railroads comes through my agency, I will furnish every Agent a copy of the above letter, and any application given to an Agent who has this letter in his possession may be the same as given to me in person.

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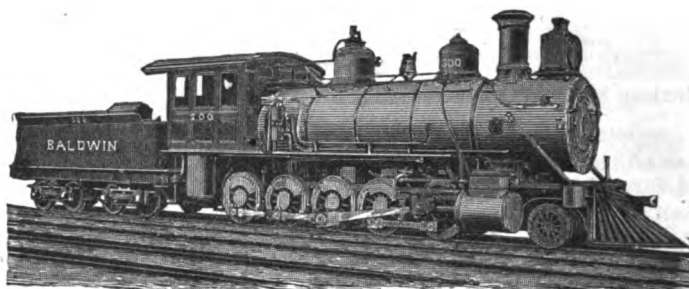
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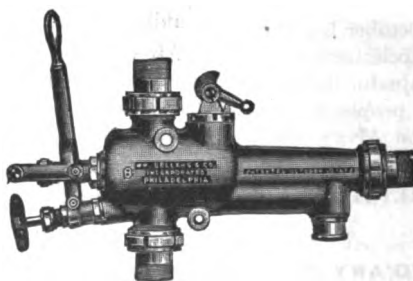
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LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XIV.

NOVEMBER, 1890.

No. 11.

OFFICIAL ORGAN OF THE
Brotherhood of Locomotive Firemen.

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EUGENE V. DEBS, . . . *Editor and Manager.*

ANOTHER UKASE AND AN- OTHER CZAR IN THE SADDLE.

The wires, controlled by J. Gould, have never flashed over the continent a more cruel edict than the following. It bears date New York, October 2d:

OFFICE OF THE THIRD VICE PRESIDENT:
Messrs. J. M. Toucey, Gen'l Man'gr; Theo. Voorhees, Gen'l Sup't.; Walker Katte, Chief Engin'r; Wm. Buchanan, Sup't. Motive Power and Rolling Stock.

The recent strike, the acts of lawlessness committed in connection therewith, the published correspondence between the leaders of the organization that ordered it, and the fact that many men now seeking re-employment state that they quit work from fear of personal violence, and did not dare to resume work for the same reason, compel the management of this company to announce that it objects to its employes being members of the organization known as the "Knights of Labor."

The management is satisfied that membership in this particular organization is inconsistent with faithful and efficient service to the company and is likely at any time to prevent it from properly discharging its duties to the public. You will at once take such action as will bring this circular to

the attention of the employes in your respective departments.

H. WALTER WEBB,
Third Vice President.

In what we have to say on the foregoing pronunciamiento of the autocrat Webb, we do not propose to debate the question of the strike on the New York Central & Hudson River Railroad, except in so far as it relates to organized labor.

There was a strike on the New York Central Railroad, ordered by the Knights of Labor. It was not successful. The Knights were defeated. The corporation was victorious.

The Knights charged that members of their order had been discharged because they were members of the order.

This was denied, but the facts did not substantiate the denial. All subsequent proceedings indicated very conclusively that the men had been discharged because they were Knights of Labor.

At an important juncture efforts were made to induce H. Walter Webb to recognize the Knights of Labor, as a labor organization and, by conference, seek to find out if the discharged men had not been wrongfully treated.

The proposition was eminently right, founded in justice, and recognized as proper by all fair minded men. But Mr. H. Walter Webb peremptorily refused all such overtures. He claimed the right to discharge men, singly, by scores or hundreds, without reference to any organization. He maintained that his will was supreme, and drawing inspiration from the maxim that "the king can do no wrong," treated with

haughty disdain every proposition indicating that the discharged men had any rights that he was under any obligations to respect or consider. He went so far, that when F. P. Sargent, Grand Master of the Brotherhood of Locomotive Firemen, and President of the Supreme Council of the Federated Orders of Railway Employés, put the question to him, "if, in the event of a grievance on the part of firemen, members of the Brotherhood, he (Webb), would treat with him (Sargent) as its chief executive officer," he declined to make a direct reply. He evaded the question, the meaning of which was, that he would not recognize the Grand Master of the Order of Locomotive Firemen.

In this, we have, not only the position of H. Walter Webb, Third Vice President of the New York Central R. R., but we have the position of the first and second vice presidents, and the position of Chauncey M. Depew, President of the corporation, and the position of the millionaire Vanderbilts, principal owners of the road, and that of the directors of the corporation and the stockholders and bondholders of the road.

It is not supposable—the proposition is not to be entertained for one moment—that H. Walter Webb, Third Vice President, an exceedingly small man, would take the liberty of dealing a blow squarely in the face of organized labor if he were not backed up by all the official and moneyed power the corporation could command.

This H. Walter Webb concluded to make his first attack upon the Knights of Labor employed on the Central. It is in testimony that he made the attack on these men, anticipating a strike, for which he asserts he was not altogether unprepared. He had had his "eye out" for scabs and Pinkertons. He was ready, as he said, to spend millions to beat the Knights, and from all quarters the scabs and thugs swarmed upon his roads and the defeat of the Knights was assured.

But another movement was required to satisfy the public that the time had arrived for robust treatment. It did not take long. The country was horrified by the account of an infernal plot to wreck a train.

It was alleged that the awful crime was perpetrated by Knights of Labor, and im-

mediately men were arrested. Then came alleged confessions. This done, the way was prepared for H. Walter Webb's proclamation.

Suppose it be true that the men who wrecked the train were Knights of Labor: does any one believe, therefore, that all Knights of Labor employed on the Central should suffer the penalty of a discharge from employment?

The declarations of Chauncey M. Depew, President of the Central corporation, are in direct conflict with such a monstrous perversion of justice.

The Associated Press dispatches report Mr. Depew as follows:

NEW YORK, September 22.—Chauncey M. Depew was to-day asked what he thought of the train wreckers.

"This is a matter," he said, "which I think concerns the public much more than it does the New York Central. The people must be the prosecutors, not the company. The loss of property which the company has suffered is a mere bagatelle compared to the awful jeopardy in which human life has been placed. I do not think we have yet begun to realize what an awful crime train wrecking is. It is the worst and most brutal form of murder."

"Do you think that the Knights of Labor are largely implicated in the matter?" he was asked.

"Most certainly not. Of course not. No large body of men could be got together anywhere in this country who would sanction such work. There are some bad men in all organizations. I know the Knights of Labor are not responsible for this work. But it looks as if some bad men who are Knights of Labor are responsible for it."

"Do you believe that Lee was an accomplice in any way?"

"I am a lawyer by profession. I do not, therefore, believe that any man is guilty of a charge made against him until he is conclusively proven guilty. It is too soon to say that of Mr. Lee."

Mr. Depew, in the foregoing, completely exonerates the Knights of Labor as an organization from any knowledge or complicity in the crime of wrecking trains. He says: "*I know the Knights of Labor are not responsible for this thing.*" It looks to him as though "some men who are Knights of Labor are responsible for it."

Admit it for all that it is worth, admit it as absolutely true, why does H. Walter Webb impose a penalty for it on all Knights of Labor employed on the Central?

And how does it happen that between the 22d of September and October 2d, just ten days, Mr. Depew permits an underling to

issue a sweeping order against all Knights of Labor in the employ of the Central?

The conclusion is inevitable that the officers of the New York Central & Hudson River Railroad Company have determined, as soon as practicable, to banish organized labor from their system. They have determined to Corbinize their road.

The Supreme Council of the Federated Orders of Railway Employés, at its meeting held in Terre Haute, August 25th, 1890, said:

The course pursued by H. Walter Webb towards Mr. Powderly and the Knights of Labor, notwithstanding his declarations to the contrary, evinces a purpose to disrupt and destroy labor organizations on the New York Central & Hudson River Railroad, as was done by Austin Corbin on the Philadelphia & Reading.

Does the order of H. Walter Webb, which is reproduced, demonstrate the prescience of the Supreme Council's declaration?

It is the view taken of the situation by the New York *Herald* of October 3d. The article (editorial) is so opportune, so clear in its utterances, covering as it does the whole field of discussion, that we reproduce it entire, as follows:

The New York Central issued an order yesterday which is as startling as it is radical.

Third Vice President Webb declares that the corporation "objects to employés being members of the organization known as the Knights of Labor."

He thereupon intimates that the road will hereafter make it a condition that all laborers shall resign their membership as Knights or be dismissed.

So important a step could not have been taken without the concurrence of the entire management. It therefore indicates the deliberate attitude of the road toward organization on the part of wage earners.

It is a perilous but interesting experiment on the part of associated capital to exterminate associated labor.

We are curious to know what will be the end of this remarkable beginning. It is presumably a first step which will make others necessary. The Knights are not the only class of men who have united for mutual protection. The Switchmen, the Firemen, the Brotherhood of Engineers, the Federation of Railway Employés, have also compact organizations.

Does the Central propose to stop with the Knights, or has it in mind to break up all the forms of organized labor now on its pay roll? The logic of events seems to make that course inevitable.

It will be admitted, of course, that a private corporation has a legal right to make its own rules, and to enforce them if it can. These rules may be wise or foolish; the legal right remains. It may, if it chooses, employ none but Presbyterians or Catholics, or blacks or Mongolians.

But the Central is something more than a private corporation, and the people are directly interested

in its management. It exists by permission of the public, is primarily for the convenience of the public and depends on the public for its charter. It is in a broad sense one of the institutions of the State, although incidentally its profits are distributed among the holders of stock.

We are therefore justified in asking whether it is expedient or for the benefit of the people that employés shall be restricted in any of their natural rights as citizens, one of them being the right to organize for their own benefit.

This movement seems at first blush, then, to have an element of unfairness in it. President Depew, as the head of that commanding financial enterprise, has resorted to measures whose severity is hardly warranted by the circumstances.

Let it be understood that those train wreckers are double dyed scoundrels who should be treated to the utmost penalty of the law. But it would be eminently unfair to insist that they represent the prevailing spirit of the Knights of Labor. It is not true, as every fair-minded man will admit. To hold the whole accountable for the crime of the few is a dangerous precedent to establish. Such a policy rigorously applied would exterminate every banking house and every church, for there are rogues everywhere. All you can ask of the whole is that they shall repudiate the rogues who have taken shelter under their roof, and that, the Knights have done boldly and squarely.

This order is all the more startling because it seems to prove that the Central was neither frank nor truthful during the recent strike. The Knights declared then that certain men were dismissed simply and only because they were Knights. This statement Mr. Webb vehemently and indignantly denied. He repeatedly asserted that no man had been discharged because he was a Knight; that the Central made no war on the Knights and did not propose to do so.

On the very heels of that denial he issues an order that the Knights are obnoxious because they are Knights, and they must either resign their membership or give up their places.

It is impossible to say that new facts have made this decision necessary. There are no new facts. The condition of affairs is precisely as it was when these assertions were first uttered.

We haven't any doubt that in times past the Knights have been insolent, obstreperous and oppressive. We have ourselves fretted and fumed at their folly and read them many a sharp lecture on their stupidity.

We have also criticised combined capital in the same or even severer terms, have asserted, and now stand by the assertion, that organized capital has itself created the necessity for organized labor; that the employer and employé have a vexed problem to solve, and that forbearance and fair play are prime factors in a successful issue.

But the Central has entered upon a different and we are inclined to think a dangerous policy. It proposes to throw its whole weight against labor organization with the distinct purpose of crushing it. It is an experiment so interesting that we shall watch the progress of events with unflagging curiosity, but

we greatly mistake the mettle of the American people if they regard so revolutionary a measure as entirely justified by the facts.

The *Herald's* article triumphantly vindicates the Supreme Council and every word this *Magazine* has said upon the subject.

The New York *Herald* is one of the great papers of the continent. It is absolutely independent. It cannot be subsidized. It cares no more for the New York Central corporation, than it does for a lodge of the humblest workers on the Central system. It is on the ground. Its representatives are everywhere, and they tell the truth. It knows H. Walter Webb as well as if it had furnished the sawdust of which he is made, and it is the *Herald's* conviction that the attack upon the Knights is an attack upon all labor organizations, and that ultimately it will put into operation forces designed to overthrow them all.

It will be observed that the *Herald* says the New York Central derives all its power from the people. It exists by law. The people are sovereign. They can by the fiat of their votes take the charter from the men who now hold it and give it to others. There is no wrong in governmental affairs in the United States that the sovereignty of the people cannot reach and remedy.

If a constitution is wrong, it can be repealed or amended, and the same is true of statutes, and a railroad charter. If the rights and privileges it confers are used, as in the case of the New York Central, to perpetrate grievous wrongs, then it is in the power of the people to find and apply a remedy.

It is conceded on all sides that workingmen have a right to organize. It is an inalienable right. To strike it down, is despotism pure and simple.

If this right exists, and it is not denied, the laws should see to it that no wrong is visited upon workingmen because they exercise an inherent and indisputable right.

But H. Walter Webb, acting for the New York Central railroad corporation, issues an order to deprive Knights of Labor of employment, because they are Knights of Labor, imposing a penalty for the exercise of a right which constitutions and laws recognize.

Manifestly, if H. Walter Webb can in-

flict penalties upon men because they are Knights of Labor, he may with equal impunity, when it suits him to do so, pursue locomotive firemen and engineers, brakemen, switchmen and conductors, and visit upon their heads his vengeance.

What can organized labor do in the matter? A wrong exists. How can it be uprooted and swept away?

The season is at hand when legislatures will be in session in most of the states.

The members of labor organizations should demand of their representatives the passage of a law which makes the issuing of such an order as H. Walter Webb has directed against the Knights of Labor a felony, subjecting the scoundrel or scoundrels whose name it bears to incarceration in the penitentiary.

Webb's order ought to arouse universal indignation. In view of what has been accomplished on the Philadelphia & Reading Railroad, and in view of what the officers of the New York Central contemplate, every organization of railway employes should at once federate.

The dark shadows of coming events already lie athwart the pathway of the organizations of railway employes.

We sound no false alarm. The logic of facts warrants our declarations.

The New York Central, by the employment of scabs, thugs and money, has won a victory over a few hundreds of its employes, and now, flushed with victory and vengeance, sets the innocent adrift to freeze and starve, penalties scarcely less than death.

Indignation meetings are in order. If men cannot be aroused by such an order as H. Walter Webb has issued, then, to all intents and purposes, they are dead—dead to every idea of liberty and independence.

It is not long since that hod carriers were regarded as quite unworthy of the notice of bosses. Things have changed, at least in St. Louis, where hod carriers get \$3 a day for eight hours, while carpenters receive only \$2.80 for the same time. The hod carriers organized and had the courage of conviction.

CUBA sent us 95,000,000 cigars last year.

LOCOMOTIVE ENGINEERS AND FEDERATION.

In a recent issue of the *National Car and Locomotive Builder* there appears an article captioned, "Locomotive Engineers and Federation."

The article in question was written in the interest of railroad companies. This crops out in the opening paragraph as follows:

The Brotherhood of Locomotive Engineers will meet in convention at Pittsburg this month, and the delegates assembled will be called upon to settle a matter that is of considerable importance to railroad companies.

Here we have it stated that federation is of "considerable importance to railroad companies."

The statement is true. But why is federation of "considerable importance to railroad companies?" In answer we should say that federation is of "considerable importance to railroads," just as in 1776 the federation of the colonies was of "considerable importance" to the British.

Now, it will be remembered, and we commend the historic fact to the *National Car and Locomotive Builder*, that in that dark period of the Nation's history, Tories and British emissaries tried to defeat federation. They favored kingly rule. They were in league with the English aristocracy. They said federation is of "considerable importance to England," and as they were trying to visit English oppression upon the colonies they sought to defeat federation. These Tories used arguments against the federation of the colonies in many regards similar to those put forth by the *National Car and Locomotive Builder*. In Virginia, Pennsylvania and New York the Tories said, "Why federate with such little, weak and unimportant colonies as Rhode Island, Delaware and Connecticut?" In the little colonies the Tories changed their tactics and said, "If you federate with the great colonies they will destroy you; your influence will be so small as not to be recognized by them." These enemies of federation, were working for England, just as the *National Car and Locomotive Builder* is working for the railroad companies. Let us see if it is not so. The *National Car and Locomotive Builder* says:

The proposal to make the Brotherhood of Locomotive Engineers a part of a federated organization of railroad men has been for years urged upon the engineers by the weaker orders of railroad men. In the Eastern states the prevailing sentiment among engineers is to remain independent, but the federation idea is reported to have taken such firm hold of Western men that they are ready to fight the battle for change at the coming meeting. It is easy to understand the motives of the Brotherhoods of Firemen, Conductors, Brakemen, Switchmen, etc., in seeking for a coalition with the engineers, for it is the weak seeking the aid of the strong, but we entirely fail to understand what equivalent the weaker orders are prepared to give to the strong to pay for the sacrifice that would be made if the engineers undertook to make the cause of all railroad men their own.

There you have the old Tory argument to defeat the federation of the colonies when fighting the battles of liberty and independence. It is an appeal to the basest passions of human nature, an effort to array one class of workingmen, with identical interests involved, against other classes, because they are "weak." It is the argument, as we have said, of the Tories in favor of British rule, used now in favor of railroad companies and against the interests of railroad employes.

Quite likely "it is easy to understand the motives of the Brotherhoods of Firemen, Conductors, Brakemen and Switchmen." What is the motive? Is it dishonorable? Is it a motive that should occasion a blush, or demand an apology? Admit as a fact, or for argument, what the *National Car and Locomotive Builder* asserts. What of it? Let it be said that the firemen, conductors, brakemen and switchmen do appeal to the engineers to federate, because the engineers are strong. What of it? Did not the little colonies appeal to the great colonies to federate in 1776 because they were strong? Did the great colonies say to the little colonies, "We will not federate with you because you are small and weak?" No, never! Their interests were mutual and it required them all to achieve emancipation, and never in all of that eight years war, from the time he drew his sword at Cambridge, till he sheathed it at Yorktown, did George Washington tell the weak colonies to "mind their own business," intimating that he could achieve victory without them.

But as a matter of fact, while the Brotherhood of Engineers is great and strong and

influential, it is not as great and strong and influential as the federated orders—the firemen, the conductors, the brakemen and the switchmen. Nor can the Brotherhood of Engineers do more for the federated orders than the federated orders can do for it.

Let us prudently examine this phase of the subject.

The Brotherhood of Engineers claim a membership of 27,000. Admit it. The federated orders claim a membership of 50,000. Admit it, and the federated orders are stronger by 23,000 men.

These figures disclose the fact that the weak are not appealing to the strong.

Can it be said that the federated orders are appealing to the engineers at all?

Unfortunately for the argument of the *National Car and Locomotive Builder*, organ of railroad companies, it has put upon record the denials of its own assertion. It says the demand for federation comes from "Western men," members of the B. of L. E., who "are ready to fight the battle for change."

Here, we have it, that intelligent, wide-awake, progressive members of the Engineers' Brotherhood, are demanding federation, and they know "what equivalent" the federated orders "are prepared to give" to them, in case of trouble.

The *National Car and Locomotive Builder* prates of the "skillful workman and the crude laborer," for the purpose of establishing antagonisms between men who move railroad trains, and without whose assistance trains would not move at all. It is an argument in favor of *caste*, of aristocracy in labor. It is an exhibition of servility, totally unworthy of consideration.

Again, says the *National Car and Locomotive Builder*:

Transcendent moral sentiment calls for the strong to give their support to the weak on the abstract principle of common humanity; but individuals have not generally responded to the high requirements of sacrifice, even when they are united as a Brotherhood. When men's interests cease to be identical discord is certain to ensue, and discord is the beginning of disruption.

It should be said, at the expense of repetition, that the "weak" are not asking support of the Engineers, upon any "moral argument," or principle, abstract or con-

crete. It is held that the interests of all railroad employes, engaged in moving trains, are mutual, reciprocal, common, interchangeable. It is true. These mutual interests must of necessity exist and continue as long as trains require engineers, conductors, brakemen, firemen and switchmen. They ought to be in the most harmonious relations. Anything less, is in the interest of the corporation, which profits by their dissensions, and to create such disagreements and strife, appears to be the ambition of the *National Car and Locomotive Builder*.

Again, says the *National Car and Locomotive Builder*:

Should a federated organization of railroad employes, by a consolidation with the locomotive engineers, be made sufficiently powerful to present unreasonable demands on railroad companies with the probability of success, the tendency would be to level pay upward. The engineer would be called upon to lift the condition of the brakeman, the switchman, and probably the trackman, to his own level, and take his share in paying the expense of any fights necessary to bring about this elevating process.

In the foregoing, the objection is made to federation, that the engineers would be called upon "to help level pay upward to lift the condition of the brakeman, the switchman, and probably trackman, to his own level," etc.

In this, the basest instincts that degrade human nature are appealed to.

The Engineers, having reached success in any given conflict with the corporation, by the united efforts of *all employes engaged in the train service*, are sought to be swerved from the pathway of honor because of the fact that they might be asked to level up the pay of other men as necessary to the train service as themselves; the assumption being that in such cases, in fact, in all cases, the demands "on railroad companies" would be "unreasonable."

The idea is that engineers are entirely independent of all other men engaged in the train service of the country; that no mutual interests exist, and that federation on the part of engineers with firemen, conductors, switchmen and brakemen, would be a preceeding without one redeeming feature. "It seems natural," says the *National Car and Locomotive Builder*, "for every man to magnify the importance of his vocation. It

would be difficult to find a conductor who did not consider that his duties were more important than those performed by an engineer, and that he ought to be paid accordingly. Switchmen and brakemen reflect that their occupation is more dangerous than that of an engineer and that their pay ought to be based on the extra hazard to life and limb. Those interested in leveling pay upwards find no difficulty in making arguments to support that view of the case." Such stuff can influence only those who are totally devoid of sympathy for workmen, who antagonize "leveling pay upwards" and are helping those who *level pay downwards*, and seek to degrade labor.

To level pay upwards is to level up humanity, to level up home, women and children, to enable workmen to obtain fair wages, and live as becomes citizens of a free country, and those who oppose such leveling up processes, as railroad employes have adopted, by whatever other names they may be known, are corporation parasites, fleas in the hair of the corporation dog.

In the case of the *National Car and Locomotive Builder* its purpose seems to be, is in fact, to array the engineers against other men with whom they must forever be in the closest association. To them it says: "The engineers are now the aristocrats among labor organizations, and their members have never failed in obtaining justice from railroad companies when their demands appealed to popular support." Here is an exhibition of flunkeyism rarely equalled, and fortunate it is that ten thousand engineers, members of the B. of L. E., treat such declarations with becoming disdain. They are men who cannot be cajoled and imposed upon by the paid sycophants of corporations, but who know the right and dare defend it. They have faith in their fellow-workmen; they know the value of conductors, firemen, brakemen and switchmen; they throw to the winds the aristocratic ideas of vocation, and regard honest, self respecting men their equals. They know the future is full of perils to organized labor, and that the only hope is in federation.

Already ominous clouds are gathering along the horizon of labor. In railroad af-

fairs stockholders want larger dividends, and bond holders want more interest. High officials level pay upwards for themselves, and downwards for employes. If the men who do the work are to receive fair pay and fair treatment, they must come into close, compact union—nothing else,—nothing less will answer the demand. Federation is feasible, honest, just and right. To approach men, as does the *National Car and Locomotive Builder*, with despicable propositions—appealing to low and vulgar prejudices, is an exhibition of sycophantic fealty to corporations which honest engineers will be quick to discover and rebuke.

If a wrong is to be removed, the way to accomplish the work is to agitate and keep at it until the object in view is gained. This is shown by the recent Anti-Pinkerton victory in New Jersey. An exchange says:

Governor Abbett has signed the bill known as the Anti-Pinkerton bill, which was passed by the New Jersey Legislature the last week of its session. The main object of the bill is to prevent the employment of Pinkerton detectives to quell strikers. It is a sweeping act, and forbids the sheriff of a county, the Mayor of a city, or any other person authorized by law to appoint special deputy sheriffs, special constables, marshals, policemen, or other peace officers, to appoint as such any person who shall not be a citizen of the State, and no person shall act as a peace officer without having an appointment in writing from a person authorized by law to appoint him. The second section of the law makes it a misdemeanor, punishable with a year's imprisonment in State prison and \$500 fine, for any person to exercise, in any way, the functions of a peace officer without the authority provided for in the first section. Several years ago a boy was shot and killed by a Pinkerton detective, who with many others, was employed by a railroad company during a strike in Jersey City, and the law is partly the effect of the excitement caused by that affair among workmen and others.

There are sometimes found those in the ranks of labor, who sneeringly refer to labor agitators; men but for whose courage workmen would all be scabs.

THERE were fifty-five strikes in the month of June last, and 25,672 workmen and women were involved. Of these, fourteen were for an advance in wages, three against reduction of wages, one against an abnoxious foreman, six were for unionism, and others for various causes. Nearly all were successful.

THE GROWING IMPORTANCE OF LABOR TOPICS.

The *North American Review*, the *Forum*, the *Arena*, and the *Overland Monthly*, and other similar publications that could be named, have been for some time giving special prominence to topics which at some point, more or less directly, touch the interests of labor. We have on our table the *Overland Monthly* for August, which contains a paper captioned "Corporations, Trusts, Labor and Capital," in which the writer evidently desires to deal fairly with labor. The point we desire to make just here, is, that labor is now receiving more attention from writers of ability than at any other period in its history. It is not only receiving the attention of writers of splendid intellectual equipment, such as can sell their thoughts to such publications as we have named, but in the Congress of the United States, and in legislatures, statesmen of national renown deem it wise, prudent and patriotic to pay special attention to the rights and interests of labor. In this connection, it would be difficult to estimate the advantages accruing to labor by such discussions, but it is not a serious task to tell the reason why such an interest has been awakened; on the contrary, the explanation is both easy and truthful, and it is stated in the fact that labor is organizing and preparing to assert its rights in the press and in legislative halls. Labor is no longer supine, inert, careless or cowardly. It is awake, aggressive and determined. It no longer crawls, and begs permission to live in a world that would roll in space a dead orb, but for its building, restoring and vitalizing power. As a result, as a natural sequence, labor counts its champions on every battlefield where Truth confronts Error, from the master workman in the shop, to the grand old man, Wm. E. Gladstone in the British Parliament.

The writer in the *Overland Monthly* remarks that "laborers claim that they are not free to accept or refuse the terms offered by employers," since "their capital consists solely of their labor, and upon their ability to sell this, depends their daily bread," and adds, "to a certain extent this is true." The term "daily bread" means food, cloth-

ing and shelter. The wild beasts of the forest and the birds of the air are provided with clothing and shelter, but the "laborer" must provide all or suffer and die; his sole capital being his labor, he must "sell it" for what he can get, or submit to hunger, nakedness and the pitiless storms. Or, if under present regulations, the so-called "labor market" is overstocked to an extent that he cannot sell his "sole capital," then, in that case, the means of escape from the calamities we have named are, beg or steal—for, says the writer, "the laborer must have employment to live;" "he cannot wait but must take what comes." And just here, the inquiry is, what comes? Labor being "continually on the market for forced sale," the price goes down and the "corporation," the "trust," the capital combination, by whatever name it is known, taking advantage of privileges granted them by laws as iniquitous as were ever conceived since the serpent beguiled Eve, permit no opportunity to pass, to reduce the price of labor to the lowest point that piratical greed demands.

The writer proceeds to arraign labor organizations as follows:

"The organization of labor is a good thing, but the action of organized labor has not always been wise. In fact it is hardly an exaggeration to say that it has generally been unwise. In the nature of the case such un wisdom was inevitable. The laboring classes are necessarily the least educated; the struggle for existence has been too fierce to leave them time for more than a common school education, and it is doubtful whether many, save those reared under the shadow of the public school have received even this. What hope was there, then, that they should be able to solve correctly the most difficult industrial and economic questions. They have struck for higher wages or shorter hours when the pinch of poverty made itself felt, the very time when such a strike was least likely to be successful. They have demanded a voice in the regulation of private business where they have no right to speak, and have tried to compel employers to strengthen trades unions by refusing to employ any save those who subscribed to those arrogant demands and bound themselves to enforce them. They have attempted to exercise a tyranny over those who refused to join with them such as the world has not seen in centuries, save in the barbarous countries of Asia. And in the enforcement of this tyranny, they have countenanced if not committed lawlessness and crime."

The italics are ours, required for the purpose of permitting the reader the more readily to note what the writer evidently

believed was specially crushing in his arraignment. The writer starts out by saying "organization of labor is a good thing." In saying that he admits all that labor ever claimed for organization. It is a good thing. In grammar, we say, "good, better, best." In saying that "the action of organized labor has not always been wise," is for the thousandth time to introduce an old "chestnut," which subjects the whole arraignment to ridicule. No one has in the past, no one in the present, contradicts the assertion. To make such a charge against labor organizations is supremely absurd, because, with equal propriety it could be asserted of every human organization; indeed, God himself repented that he had made man and viewing the mistake, the "unwisdom" of the proceeding, concluded to destroy man; and later, when Christ selected his apostles he found one who betrayed him, and another who denied him, and who is so bold as to deny that the church "has not always been wise?" And since fallibility is inherent in human nature, the charge that the action of any human organization "has not always been wise," is sheer gabble, unworthy of a place in any argument relating to human affairs.

But the writer proceeds deliberately to knock himself down, and referring to his arraignment of labor organizations, says:

.. Yet these are but the excesses of suddenly acquired and hitherto unsuspected power. It is *scarcely a century* since the condition of the most favorably situated laborer was *little better than a slave*. The industrial progress of the century has *bettered* the condition of the laborer *immeasurably*, and one of the most important effects of this is the *laborer's ability to assert himself*."

Here again we introduce italics to show the more readily that the arraignment of labor organizations is all the more absurd, because of the attempt to make it serious and weighty.

In no well informed circle, is it required to say that anything indicative of the bettered condition of workingmen is owing entirely and absolutely to the "laborer's ability to assert himself." And how, we ask, has he asserted himself so as to insure a better condition? Not by individual assertion, that sort of assertion never did better a workingman's condition. This self assertion has been by

organization, and only by organization. The writer begins his article by saying that "the organization of labor is a good thing," and all the charges of "unwisdom" brought against such organizations, do not make them a *bad* thing. The charge that the laboring classes are "least educated," or at the best have but a common school education, and are therefore unable "to solve correctly the most difficult industrial and economic questions," indicates a purpose to discredit workingmen for the intelligence they have manifested when dealing with such questions. Moreover, the writer should have named those who have "solved correctly the most difficult industrial and economic questions." Manifestly, laboring men have achieved as much success in that line as others can boast. During the "century" of which the writer speaks, workingmen have reduced the hours constituting a "labor day"—two, four, six, and in some cases, eight hours. That was a "difficult industrial question." They have, on an average, advanced wages of labor fully twenty-five per cent., and that was a "difficult economic question," and all this has been done through labor organizations, which makes them a "good thing." What does the writer mean, when referring to "the laborer's ability to assert himself." Seemingly he approves of this self assertion. Does he mean that the laborer is more of a man and less a slave than formerly? Does he mean that the laborer esteems himself, and that the world esteems him of more importance in the body politic, social and industrial, than formerly? Does he mean that the laborer is better educated, better paid, better fed and sheltered than formerly? He must mean these things, else his encomium is flatulent twaddle. If he means such things, why does he talk of the "training" of labor organizations? of the folly of striking for "higher wages or shorter hours when the pinch of poverty made itself felt"? Who talks of "tyranny" of a government when under its sway its subjects are steadily growing in independence and prosperity, though it may evince "unwisdom" sometimes in its acts?

"Already," says the writer, "there is an advance observable in the discredit into which the professional organizer has fallen

among the labor organizations." Here again the writer metaphorically opens his mouth and puts his foot in it. He has already said "the organization of labor is a good thing;" how then, does it happen that the professional organizer has fallen into discredit among the labor organizations? The statement is not true. All the great organizations of labor have their organizers, and if active and efficient, they are honored for their worth and work.

The purpose of the writer to cast odium upon labor organizers is apparent. He would encourage employers to direct their shafts at men who dare go forth and publicly declare their principles. The corporations everywhere regard such men as dangerous, and to suppress them a duty and the writer who assails them, in the interests of the corporations, after declaring that "labor organizations are a good thing," stultifies himself in a shameless manner rarely equaled. The writer admits that there is "widespread discontent of the laboring classes," which he thinks "is sufficient to raise the presumption" that "the division of the profits of industry is unjust." To counteract the iniquity is the purpose of labor organizations, and is the reason why the professional or official organizer is held in high esteem by his fellow-workmen.

The purpose of a labor organization is to better the condition of laborers, whether in the organization or out of it. This bettered condition relates to many things: Increased wages, shorter hours, better treatment by bosses, more independence, intellectual culture, the development of mind forces, more knowledge, and therefore more power and influence, better dwellings, better food and clothing and so on, in everything advancement in all that pertains to the welfare of men, women and children; in a word, to make the workingman's home what it should be in America. The men who oppose labor organizations are the enemies of workingmen. This enmity on the part of employers is prompted by mercenary motives and by aristocratic ideas of superiority on the one side, and on the other, by scabs whose ignorance and degradation render them oblivious of their rights and make them servile creatures, content with such conditions as their masters may impose.

Necessarily, labor organizations regard such creatures, high and low, as enemies—and nothing is more natural than that the scab should be looked upon with contempt and loathing. It is in no sense tyranny. Labor organizations simply let scabs severely alone. Degraded creatures, who would bring all workingmen down to their level and subject them to the tyranny of the corporation, reduce wages and create conditions of poverty, rags and dirt, labor organizations treat them with merited disdain.

Workingmen, those who organize, are satisfied that their only hope is in union. Only in union can they maintain their rights and secure justice; hence to oppose labor unions is to seek the degradation of labor, and those who are engaged in the business, no matter who they are or what methods they employ, are the enemies of labor, and should be treated as enemies.

The writer in the *Overland Monthly* seeks to carry water on both shoulders, though it is easy to read between the lines that, were it in his power, he would suddenly crush every labor organization in the land.

Fortunately for the country, labor organizations are so numerous and powerful that they are in a position to defy the combined power of trusts, corporations and other organizations of capitalists. They are not only strong in membership, but they are strong in mind power, in practical knowledge. They are ceasing to be pupils, and have become schoolmasters, educators. They grasp and solve problems; and when the time comes and it is coming—when all labor organizations shall federate, the corporation, the trust, the syndicate, the pool, the bucket-shop method of robbery will cease and justice will be introduced.

LOYALTY OF EMPLOYÉS.

In a recent issue of the *Railroad Gazette* appears an editorial article with the above caption, "Loyalty of Employés." We quote:

However small or great may be the difference between the actual and the ideal in the prosperity of a railroad or the smoothness of its workings, its condition is always largely attributed to the fidelity and efficiency of its servants, high and low. Directors often give expression to this idea in annual reports, and the public prints testify to the fact every day. Loyalty of employés is an important factor, and to

ignore its influence is to waste a valuable power. But it is remarked that loyalty often is not properly fostered, and that in many cases it is even repressed; and it is an undoubted fact that the prosperity of many valuable properties is thereby impaired. The contrast between railroad organizations where it is known that all grades of employes have a well-defined status, with those where the opposite is equally evident, is too clear to admit of any other conclusion. Some roads prosper in spite of bad management, and others fail in spite of good; in the majority of cases good management and bad are mixed together so that causes and results are not so clear; but the real connection is nevertheless discernible if the examination is minute enough.

In the nomenclature of railroad officials and writers upon industrial subjects, we find such terms as the "Labor Market," "Labor as a Commodity," "Loyalty of Employes," and so on indefinitely.

It should be understood, that whatever "loyalty" means, it is as much due from the employer to the employe, as it is from the employe to the employer; there is absolutely no difference, and to intimate that there is a difference has a vicious tendency.

An employe contracts to perform certain services for so much money or other stipulated consideration. The obligation is mutual. The parties are independent. They are under no obligations to each other, except such as the contract imposes.

On the part of the employe the obligation demands what the *Gazette* writer points out: "fidelity and efficiency" in performing the work specified in the contract, and the employer, with equal fidelity, must pay the stipulated wages. But this term "loyalty," as used by railroad officials, is made to mean far more than "fidelity and efficiency." It is made to mean servility, obedience to orders that have nothing to do with the contract. A few illustrations will suffice:

On the C., B. & Q., Stone & Co. interpreted "loyalty" to mean that if an engineer, fireman, brakeman or switchman left his work, the conductor was bound to play scab, or do anything else demanded of him, regardless of his contract. The corporation was not satisfied with the "fidelity and efficiency" of their conductors as conductors, but assumed that it was sovereign, and its conductors subjects, to be directed as kings might direct their subjects; that the mere fact of employment gave the corpo-

ration power to reduce their employes to menials—and a great many conductors became the willing, degraded tools of the corporation. On the Philadelphia & Reading railroad, Austin Corbin looked upon his employes as so many slaves, owing allegiance to him, and that their loyalty should require them to abandon labor organizations. Such contemptible creatures, "dressed in a little brief authority," while subjecting their employes to the degradation which "loyalty," as they interpret it, imposes, swagger around in all the pomp and circumstance of royalty, issue their edicts, and if they are not obeyed, inflict such penalties as their power enables them to prescribe.

In the discussion of labor questions, writers, speakers and legislators, are continually doing violence to truth, justice and common sense, by the use of words which are not the signs of correct ideas; as for instance, we hear frequently of "pauper laborers." When was a laborer a pauper? He may have been a slave; he may have had his rights cloven down; he may have been the victim of oppression, but to call a laborer a "pauper" when living upon his unjust pay, the victim of robbery and piracy, well calculated to send a thrill of horror through hell as well as heaven, is not only to add insult to injury, not only to strike a man when he is down, but to do the grossest violence to language.

It is not only fashionable in certain quarters to talk of "pauper labor," but of the "labor market," of "buying and selling" labor as a "commodity"—the influence of which, in so far as it exerts any influence at all, is to degrade workingmen.

A workingman owes no allegiance to any man. He is no man's subject or serf. Loyalty to obligation, to the terms of a contract, is loyalty to one's self, to manhood, self respect, to personal independence and ends there. Between employer and employe, this thing of "loyalty" is mutual, and therefore becomes meaningless. The purpose, however, is to impress upon the employe that he is under some obligation to a boss, similar to that which a Russian is under to the czar, or a Turk to the sultan. We have had quite enough of that sort of literature.

PARTIES.

The history of parties, factions, cabals, cliques, juntos, leagues and alliances, would doubtless be exceedingly interesting. If the historian should begin at the beginning his researches, we conclude, would ante-date the deluge. Indeed, there seems to be good reason for believing that in Heaven itself, at one period remote, a party under the leadership of satan existed, whose ambition it was to supplant God himself in controlling the affairs of the universe.

"To set himself in glory 'bove his peers,
He trusted to have equal'd the Most High,
If he opposed: And with ambitious aim
Against the throne and monarchy of God
Raised impious war in Heav'n, and battle proud
With vain attempt ———"

We mention such things merely to emphasize the fact that the existence of parties, whether good or bad, is not a modern invention. Manifestly there was a party largely in the majority which took no stock in Noah's declaration that a deluge was coming. He preached it for a hundred years, and during the entire period was showing his faith by his works, for he was all the time getting his ark ready for the impending storm. And from the time that the tribes formed a sort of a co-operative association, and attempted to build a tower which would reach to Heaven, and as a result had their language so confounded that orders could no longer be given, there have been parties dividing the inhabitants of the earth.

We are of the opinion, whether a man gives the subject a casual thought or devotes to it years of investigation, he will find that parties are just now more numerous than ever before since history was rescued from fable. He will find that every nation, tribe, kingdom, and tongue is a distinct party—a primal condition which the centuries have neither changed nor modified. But the investigator will find that as civilization has subdued barbarism and savagery, parties have multiplied, and now, whether it be sunrise or noon, in civilization he will find more parties in existence than in any other period of the world's history. It may be interesting to inquire why? We think the answer easy enough. It is because the human mind has been in the process of

emancipation, and when most enfranchised, when the semblance of a shackle no longer appears, when the disenthralment is complete, and man expands to the full stature of a free man, there will be found the greatest number of parties. It is said of creation and of the Creator, that while He bound all nature fast in fate, He left free the human will. That may have been the intention, but so far the human will has not been free, and of all the slavery that an inscrutable God ever permitted to curse the earth, that of the enslavement of the mind, the will, is the most abhorrent.

The immortal Irish orator, John Philpot Curran, on one occasion while pleading for the liberty of his client, and speaking "in the spirit of British law," which he said, "makes liberty commensurate and inseparable from British soil," said, "No matter in what language his doom may have been pronounced, no matter what complexion incompatible with freedom, an Indian or an African sun may have burnt upon him; no matter in what disastrous battle his liberty may have been cloven down; no matter with what solemnities he may have been devoted upon the altar of slavery; the first moment he touches the sacred soil of Britain the altar and the god sink together in the dust; his soul walks abroad in its own majesty; his body swells beyond the measure of his chains, that burst from around him, and he stands redeemed, regenerated and disenthralled by the inevitable genius of universal emancipation."

But an Irish (?) judge and an Irish (?) jury did not take Mr. Curran's view of the subject and his client, because he dared be free on Irish (British) soil, was sentenced to pay a fine of \$2,500 and to be imprisoned two years, and to give bond for good behavior in the sum of \$10,000. Mr. Curran's client belonged to a party which advocated the liberty of the Irish people and that was his only crime.

It is one thing to break the fetters from the body, but a far different thing to emancipate the mind, the will, the soul, to establish free speech and a free press, a free Bible and a free religion, and when this mind deliverance is secured parties and sects will multiply.

There is a form of freedom which is illusive, the body, the physical man walks abroad, but the tongue is mute and the lips move not to give utterance to sentiments showing that the mind shares the freedom of the body. Poets have sung of the

"Eternal spirit of the chainless mind."

The figure is strong and captivating. It refers to what ought to be rather than to what is. In what land, blessed with even twilight rays of civilization, can be found a healthy intellect which does not realize this existence of penalties ready to be imposed upon opinions if men dare express them, give them to the world? In one land the penalty is dungeons, in another exile, in another death, and in others social, political and religious ostracism. Who are the world's heroes? Accepting standard theories, they are the Cæsars and Bonapartes whose monuments are human bones and skulls, and whose bloody tracks, from battle fields to their palaces, are the records of their rise and fall. At their command the nations bled until

"* * * Bloodier than the torrent flow

Of Iser, rolling rapidly,"

all of the rivers ran crimson to the sea. But the real heroes of the world are the men who have battled for the emancipation of the mind, who have warred for the sovereignty of the soul, who have given thought and opinion and speech the freedom of the universe. It is not required to build monuments of bronze or brass to perpetuate the name and fame of such men. We would as soon think of building a monument to bear testimony to the glories of the noon-day sun. They are the pathfinders for men living and coming, who will strike down penalties for opinions and emancipate the mind—

"For Freedom's battles oft begun,

Bequeath'd from bleeding sire to son,

Tho' baffled oft, is ever won,"

and the multiplication of parties shall bear testimony that the "thorny stem of time" has at last budded, blossomed and borne the delicious fruit of mental emancipation.

In this connection we are led to inquire how it happens that within the past decade we have in this country what is known as a Labor party? Is it not the result of mind growth and mind emancipation? Does it

not betoken the dawn of a new era? There is a labor party. There is a distinct labor literature. It may be said, and it is doubtless true, that the Labor party as yet, is crude, somewhat discordant. To admit such things is to compliment the workingmen of the country, because it is proof positive that workingmen have minds of their own and that their differences of opinion relate to methods rather than purpose, and he is a very superficial observer who does not see in this success instead of defeat. If we were required to point out a sign of the times triumphantly indicative of the success of the Labor party in the United States, we should refer at once to the deliberations going forward in the ranks of labor. Propositions are exhaustively analyzed. Obstacles arise and are removed. Breaks occur, faction impedes progress, rivalry disconcerts plans, but in spite of embarrassments and barriers organization proceeds, the party grows and victory invites to effort.

There are those in labor organizations who occasionally evince distrustfulness in ultimate triumph, because of the large number of workingmen who do not come in and keep step to the music of organization. We do not share in their doubts, because we believe in the triumph of right, justice and truth over ignorance, prejudice and superstition. We believe that old ideas are to give place to the new. We believe in the final emancipation of mind. We believe that error and the idols of error are to go down, not immediately, but ultimately, as certain as that the sunshine will dispel fog, or that draining a marsh will decrease malaria. It should be remembered that the idea of organizing a labor party is recent. Its years can be counted on one's fingers. Everywhere is missionary ground. The press has but just begun its work. Old parties, barnacled and moss covered, stand in its way and are jealous of its progress, but millions of men are reading to-day where but hundreds were reading yesterday and but tens the day before, and as they read and meditate the scales fall from their eyes and fetters from their minds. The work of emancipation goes grandly on. More drums are beating, more banners are flying, more men are coming into line. The

Labor party grows. Labor is organizing. Lodges are multiplying, workmen are coming together, and now comes the battle shout of Federation. Men whose eyes first touched by the mighty oculist abroad in the land saw "men as trees walking" now see clearly that men are marching with stately strides towards the goal of triumph. Men who but yesterday complained that when the angel came down and troubled the waters they could not step in and be healed because no one was there to help them, are now standing erect, cured. All the pools of thought have been agitated and the commotion continues, nor is the angel to take his flight until the mind is completely unfettered and walks abroad knowing no master but reason, sanctified by conviction.

We care not how many parties exist, only those will remain which have a mission to accomplish. Labor has a mission. It is the mission of self-emancipation. For untold centuries it has appeared bare headed and bare footed on all the highways of progress and civilization. But it is going to wear hats and shoes in the future. In the past it has fed the world, in the future it will feed itself more abundantly. In the past it has built palaces for kings, aristocrats, monopolists and millionaires. In the future it will build pleasant homes for itself. In the past labor has woven broadcloths and silks for others and been content with rags. In the future it will wear good clothes, and will have its equitable share of the wealth it creates.

" There's a good time coming, boys,
A good time coming.
The pen shall supersede the sword,
And Right, not Might, shall be the lord,
In the good time coming.
Worth, not Birth, shall rule mankind,
And be acknowledged stronger;
The proper impulse has been given:
Wait a little longer."

THE STANDARD OF LIVING.

Hon. J. R. Dodge, Vice President of the Section of Economic Science and Statistics, delivered a carefully prepared address at Indianapolis during the meeting of scientists in that city, in which he referred to the advantages enjoyed by the producing classes

of the United States over the same classes in other civilized countries. The subject is worn threadbare. It is treated in the same hackneyed style by politicians, statesmen, economists, scientists, and statisticians. The monopolists, the syndicate barons, employers of large numbers of workmen and women, follow suit, and tell their overworked and underpaid employes, when they seek to better their conditions, that as a class they are more comfortably situated than are the workmen of Europe, and therefore they ought to be content.

In Europe there is primogeniture, compulsion of social distinctions, which Mr. Dodge thinks operate as barriers to ambition, which have "no existence here."

"In the nations of Europe," says Mr. Dodge, "there are still little chains of mediævalism which fetter the action and repress the spirit of the citizen," and further, that "the deference to superior station degenerates into servility in the subordinate official, while humility in the servant falls into flunkeyism."

As for primogeniture, it is only required to make a note of what has been going on with the Vanderbilts and the Astors for three or four generations, and deference to superior officers in civil affairs is carried to the extreme limit of servility in national and state affairs, and has extended to railroad management, where, in numerous instances, the exhibition of slavish, cringing, sycophantic obsequiousness defies proper characterization.

The growth of flunkeyism in the United States during the past quarter of a century is known to be most extraordinary. As an example of this, take the Philadelphia & Reading railroad and in all Europe a more degenerate class of workmen cannot be found; base minded and submissive, they are too beggarly to be described. Without independence, courage or self-respect, spineless and groveling, they exist as an example of the growth of European servility in the United States, and demonstrate that the slave pen and the lash are doing effective work on the "sacred soil" of Pennsylvania.

It has been recorded that Robert Toombs once said that he "would call the roll of his slaves under the shadow of Bunker Hill

monument." The remark was regarded as characteristic of a fool and a fanatic, but now, under the shadow of old Independence Hall, where the immortal Declaration of Independence was first read that gave birth to a nation of freemen, Corbin called the roll of his slaves, and Corbin's successors are doing the same to-day.

Mr. Dodge boasts of the superior "standard of living" in the United States as compared with European countries. He says:

In the use of food our people are profuse and even wasteful. All classes use meat freely, ordinarily three times daily. A great variety of fish, oysters that have a fame extending beyond the seas, and various forms of crustacea, enrich the national dietary. According to accepted statistics Great Britain consumes an average meat ration not over two thirds as large as the American, France scarcely half as large, Germany, Austria and Italy still less. The more favored and fortunately conditioned laborer of continental Europe gets meat on Sundays, and two or three times during the week, yet the statement of one of our consuls in Germany that "the workingman rarely eats meat, except in form of sausage, and his wife and children scarcely know the taste of it," is fairly representative of large districts of many countries. Another, writing from Italy, refers to laborers as "living on what our workmen would despise." A large proportion of the meat used by the peasantry and other continental laborers is in the form of soups to give a flavor and a suggestion of fatness to the vegetables which constitute the substance and nutrition of the daily diet. The water in which our meats and vegetables are boiled, which is sent to the sewer, would suffice as the basis of palatable and nutritious food for millions of Europeans. If solid food is preferred to liquid, it may be had in Italy and elsewhere; a "thick porridge, made of vegetables, flour and corn meal, boiled in water, an adhesive mass of the consistency of clay, cut with a wire like soap."

Such statements are made by "scientists" to reconcile American workingmen to their lot.

It will be observed that Mr. Dodge, the "scientist," in glorifying the American "standard of living," bases his conclusions on the amount of meat consumed by American workingmen, and to further demonstrate the fact that American workingmen are the real meat eaters of the world, he says:

The American negro, even in the days of slavery, was usually allowed a weekly ration of three pounds of bacon and a peck of meal besides vegetables and other products either of the plantation or his own garden patch. This made at least 150 pounds per annum, not to mention the occasional opossum and

chicken that were respectively his legitimate game and his legitimate plunder.

In the foregoing the climax is reached. The negro slave had plenty of meat. His "standard of living" was high, and with his stomach full of meat, he forgot that he was a chattel, a commodity, as much so as the swine, whose meat he ate.

In such talk, we have the standard by which Mr. Dodge, the scientist, measures manhood. He estimates that the American workingman consumes 175 pounds of meat annually—while in England he must be content with 100 pounds, and in other European countries he consumes only 50 pounds and, in some of them, a less quantity.

The student of history will not find it recorded that the men who laid the foundations of civilization and government in the United States, were animated by considerations of "meat," that they might have more "meat." The Declaration of Independence does not refer to the meat question. The battles of the Revolution, from Concord to Yorktown, were not fought on the meat question; but now, after more than a hundred years have elapsed we find an American "scientist" seeking to demonstrate, that the meat question is the all absorbing topic, and if workingmen have plenty of meat, or more meat than workingmen in other countries, they should be content, and, thanking God for larger supplies of beef, pork and mutton, permit the "upper crust" to manage affairs, while they devour their meat and remain silent.

Mr. Dodge, the scientist, ignores the declaration of the Master that "man shall not live by bread alone." There is something in the standard of living better than meat. Patrick Henry's immortal words were not "Give me meat or give me death."

Mr. Dodge has shown that the slaves, in old plantation times, were well fed, and that their "standard of living" was high. Did the fact condone the crime of slavery? Why continue to tell American workingmen that they have more meat than the workingmen of Europe? What purpose prompts the everlasting rehash of such statements? The simple purpose is, to teach American citizens to eat and be silent,

to eat and obey, to eat and permit those who feed them to control them in all matters whatsoever.

In numerous instances the degrading work goes bravely on, and as it proceeds, the meat supply is reduced, and in ten thousand instances, here in the United States, with cattle on a thousand hills, with herds of swine and sheep, almost past numbering, with overflowing granaries, with surplus food products for the famishing of other lands, workingmen and women suffer the pangs of hunger—suffer, because workingmen are the victims of vicious laws and still more vicious methods of conducting business, and while such things are going forward, scientists (?) read papers in the presence of other scientists to show, that because American workingmen devour large quantities of meat annually their ambition should be satisfied.

Such scientists (?) have greatly mistaken the purpose of American workingmen, as a body. They will continue to eat meat, as do other citizens. They will use knives and forks, have tables and dishes, sit in chairs, live in houses, dress decently, and do such other things as are becoming. They will be masters of themselves. They will read and think, meet and talk, agitate and organize, and in the near future, they will dictate policies, enact laws and teach scientists that the "standard of living" means much more than a large supply of meat however desirable that may be.

It was Beau Brummel's idea that the royal family of England should cease eating asparagus, because it had become so cheap that "every tinker in the Kingdom had it on his table." It is said that when mackerel were one cent apiece the English aristocracy discarded them, but when they advanced in price to 30 cents a pound they figured at once as a fashionable delicacy. When Chauncey M. Depew, who receives \$166.66 a day, dines, his palate is doubtless tickled with delicacies that an average engineer, fireman, brakeman, switchman or conductor never dreams of—not even when they industriously "mind their own business."

ELECTRICITY will, at an early day, dispense with the horse and the mule, says an exchange. "It is estimated that at least fifty thousand horses now in use will be thrown upon the market presently, owing to the rapid development of electricity as a motive power. The exactness of this estimate does not matter, but it is a fact from which there is no getting away that soon the horse breeding industry will be seriously disturbed by the encroachment of the electric motor, the use of which will eventually become universal. The carriage of the future, both public and private, will be moved by the electric motor, the power to operate which will be furnished by a light and efficient storage battery. Electricity will be the motive power of the future because it will be cheaper than horseflesh. An electric motor has only to be fed when working; a horse's digestive organs have to be kept in food at all times, whether working or not." In this advance of science and invention not only the horse is retired but the driver, also, has to go.

DURING the last twenty years there have been mined in Pennsylvania 110,352,715 tons of anthracite coal, or an average of 5,517,636 tons annually. And during the twenty years named, the owners and operators of the mines have studiously and steadily gone forward in robbing and degrading men who have mined the coal, until neither the archives of Heaven, earth nor hell contain more revolting records of man's greed and guilt. The crimes perpetrated are blacker than the coal, and of all the misshapen monsters who have earned the devil's recognition and hell's diploma, Austin Corbin ranks No. 1.

ONE of the signs of the times which bears testimony that the spirit of '76 is not quite dead, is here and there a revolt of workingmen against some contemptible boss, who insists upon treating them as if they were plantation slaves.

"BE a leader yourself; don't get into any man's harness and let him drive you."

Man.

What is man, that Thou art mindful of him?
—Psalms.

What is man, that Thou shouldst magnify him?
—Job.

SUCH queries, as will be noticed, date from "away back." They are of a character which indicate profound ignorance of man, his origin and mission. Job and David were seemingly in the dark when seeking to know the whys and the wherefores of man's existence.

Job wrote 1,500 years before Christ, and David propounded his inquiry something more than a thousand years before the dawn of the Christian era. Both of these ancient worthies asked, What is man? Neither of them answered the question, and had they lived in this age of electricity, steam and "horse-power," of trusts and monopolies, syndicates and piracy, church and school, they would still exclaim, "What is man?"

Fortunately, the anthropologists, the philologists, the mythologists and the archaeologists are answering the question.

Pope wrote:

"A little learning is a dangerous thing;
Drink deep, or taste not the Pierian Spring."

Scientists are telling the world that man has been evolved from some beast or reptile. They say that "the records are on his very bones in characters long undeciphered, but to which the clue has at last been found. The human body abounds in indications of the pathway by which humanity has climbed from darkness into light, from bestiality to civilization—relics of countless ages of struggles, often fierce, bloody and pitiless." Originally, man was a four-footed animal; he locomoted on all fours; he was not man at all. This is the view taken of the subject by Dr. Frank Baker, of Washington, D. C., a scientist, who has drank deep of the Pierian Spring, and is still gulping down more of the fabled liquid of which the muses drank.

The anthropologists, the philologists, the mythologists and the archaeologists have determined to demonstrate that the Bible account of man's creation is an absurdity, an arrant imposition, a Munchausenism of the rankest type, and should be abandoned as unworthy of the present age of wealth and want, ingenuity and ignorance, pride and piracy, and many other things, which, whether men look forward or backward, are well calculated to make them exclaim, as did old Job, thirty-four centuries ago, "What is man, that Thou shouldst magnify him?"

Does it seem probable that Job would have asked such a question if he had been familiar with the declarations: "Let us make man in our image, after our likeness";

* * "So God created man in His own image; in the image of God created He him; male and female, created He them?"

Job was a remarkably well informed citizen of Uz, but he does not seem to have been posted in the Mosaic account of man's creation, for had he known that God created him in His own image and likeness, he would scarcely have asked God, "What is man, that Thou shouldst magnify him?"

The fact is, Job seems to have had a poor opinion of man generally; and even David, 500 years later, asked God, "What is man, that Thou art mindful of him?" In both instances, the questions embody covert sneers, as if the querists had a lurking suspicion that man, proud, boastful, domineering, ruling or rioting, fawning or fighting, saint or savage, was simply an animal once of the lowest type, a crawling creature, whose ancestors in pre-historic times were toads or tadpoles—the dream of a dream and shadow of a shade!"

It appears reasonable, if Job had known that God created man "in His own image and likeness," he never would have asked Him, "What is man, that Thou shouldst magnify him?" Job would have recognized in the sublime miracle of man's creation in the image of his Creator, the reason why He magnified him. But Job, like Dr. Baker, would have it that man was originally a worm, and refers to "corruption" as his father, and to the "worm" as "his mother and sister." Job had exalted ideas of the Creator, and referring to the stars as not "pure in His sight," exclaims, "How much less man, that is a worm, and the son of man, which is a worm?" And even David declares, "I am a worm, and no man." And Pope wrote:

"Man is a very worm by birth.
Vile reptile, weak and vain;
Awhile he crawls upon the earth,
Then sinks to earth again."

Dr. Baker, the anthropologist, takes Pope's view of the subject, and says: "The erect position of man is often quoted as evidence of his higher position and dignity. The erect position is, however, gradually acquired, and the difficulty that an infant experiences in learning to walk erect is strong evidence that it is an accomplishment acquired by the race late in its history. The human body gives evidence of a previous semi-erect position. The special changes of structure which secure the erect position are less marked in children and in the lower races. In the course of evolution of these changes there is a period of struggle before the body becomes thoroughly adapted to them. Such struggle is still going on, the adaptation being far from complete. Hence, the liability of man to certain deformities and diseases to which quadrupeds are not so much disposed." The point is made that the Bible

account of the creation of man is totally barren of truth, and that man as man, originally, did not exist at all; and thus the whole theory of creation, from a glow-worm to a star, is exploded.

Here, then, taking scientists as the climax of the evolutionary theory, which finds man a worm, tadpole or toad, a molecule, mollusk, or a mole, ape, baboon or gorilla, anything reptilian or beastly, all the sublime ideals of man's origin disappear. He is no longer allied to superior beings. God is not his Father—he has not the image and likeness of God. He is not a living soul. The scientists have discovered his reptilian origin, and now their disciples come forward and declare that everywhere a tendency is discovered on the part of mankind to relapse into their original reptilian or beastly condition.

It is on record that men of splendid mind equipment saw the tendency some centuries ago; as, for instance, Paul, the apostle to the Gentiles, than whom the world has seen few superior logicians or casuists, had a convert by the name of Timothy, addressing whom, he said:

"O Timothy, keep that which is committed to thy trust, avoiding profane and vain babblings and oppositions of science, falsely so called."

The scientists of the present, of whom Dr. Baker professes to be a shining light, take human skeletons, and profess to read in their bones testimony which, in spite of every mind manifestation of man's God-like origin, consigns him to a place among reptiles or beasts. Surely, "a little learning is a dangerous thing;" but then scientists profess to have investigated the heights and depths of learning; they have read bones, from toe to skull, and, summing up the lessons of their lore, say man was originally—in pre-historic times, millions of years or ages in the past—a reptile.

It will doubtless occur to some people that Dr. Baker and other scientists have a right to the belief that their ancestors were toads or tadpoles, fleas or ticks, lizards or scorpions, while others, who are mind readers rather than bone investigators, contemplating the unexplainable triumphs of thought, of human mind forces, are still more certain that their origin was from on high. Amazed and enraptured by their far-reaching and towering aspirations, forever yearning for a higher and a better existence, they discard the "vain babblings and oppositions of science, falsely so called;" are content in the belief of the immortality of the soul—that something, mind or spirit, or both in one, blended with the fancy, the imagination, that

Takes all the pleasures of all the spheres
And multiplies each through endless years.

and then exclaims:

"One minute of Heaven is worth them all."

Deo Gratias.

"Then Said I, Lord, How Long?"

THAT is to say, how long will it be to the end of the world. From time to time for centuries past, men have been predicting the end of the world. These people are usually denounced as charlatans, victims of superstition, or impostors who victimize the ignorant for the purpose of realizing "spot cash," or other valuables. That the world will come to an end is admitted by scientists as well as by soothsayers, nor do they differ materially as to the character of the calamity.

Just here the question arises, ought implicit faith in the declarations of the Bible be charged to superstition? All through the Bible we have declarations more or less explicit, that the world will come to an end, and in some instances the catastrophe is sharply outlined. Saint Peter says:

But the day of the Lord will come as a thief in the night: in the which the heavens shall pass away with a great noise, and the elements shall melt with fervent heat, the earth also and the works that are therein shall be burned up.

There is no circumlocution in such language as we have quoted. It is terribly definite. The calamity is to come as "a thief in the night," without warning. If a man knows a thief is coming some time, he will get ready for him. Just here lies the trouble. Men, once alarmed about the coming of thieves, are likely to lose their wits and become cranks on the subject. How much more so if the coming of the thief is simply used as a warning to Bible readers of the coming of the end of the world—without warning. Coming with a great noise and a great fire, with a heat so intense as to melt the earth and transform it into gas.

Mr. Jacques Leotard, in *La Nature*, a scientist who has given the subject much thought, fully agrees with St. Peter and other Bible authorities in the proposition that the world will come to an end and that the time is not known. Still, Mr. Leotard is swift to deride those who, taking their cue from the Bible, predict the destruction of the world at an earlier date than he deems probable. He says:

It would seem impossible that, in our epoch of civilization and progress, there could still be found people to announce the approaching end of the world, and, what is much more extraordinary, that there could be found other people to give credence to them. Such is the case, however. A few charlatans, who perhaps descend from the middle age astrologers, whose ridiculous methods of divination

"Wings its flight from star to star,
From world to luminous world, as far
As the universe spreads its flaming wall;

they doubtless employ, have recently predicted that the world is shortly to come to an end, the date being fixed by some at 1898, and by others at 1901. These grotesque predictions, born of ignorance, have suggested to us the idea of succinctly presenting to our readers the rational causes that, according to the present state of scientific knowledge, might lead, not to the end of the entire universe, but only to that of our world—that is to say, to the disappearance of life from the terrestrial globe.

We are informed that during past centuries astrologers have been able to create great alarm in Europe by absurd predictions of the coming catastrophe to mundane affairs, and far more recently, in the United States, men and women have been able to palm off their vagaries in communities popularly supposed to be exempt from the superstitions of the ignorant and uneducated. But they planted themselves squarely on Bible declarations, except that the Bible did not authorize them to fix a time, but as a thief may come any time, they did not experience special difficulty in that regard. And it may be affirmed, we think, with great propriety, that they rendered society special service by enabling the census taker to designate idiots with unerring certainty, also helping the fool-killer indefinitely in carrying forward his work.

Mr. Leotard, while admitting the final destruction of the world, if not of the universe, puts forth a number of theories as to how it may be accomplished.

In the first place, he thinks if everything else fails, the world—that is, the people and necessarily everything having life—will certainly perish by freezing. In this he antagonizes St. Peter and Bible authorities generally, as they all seem to rely on fire to do the work, a theory which the French *scientist* does not entirely ignore.

In support of the frigid theory, it is contended that the sun is losing its heating force. The sun spots, he holds, are conclusive on that point. They indicate that a crust is forming on the sun's surface which will effectually shut out light and heat in about 20,000,000 years, but that this light and heat will be so reduced in 10,000,000 years as to destroy human life.

Several million years before the final collapse the human family will be driven towards the equator where they will live as Laplanders and Esquimaux now live, but will finally succumb to cold immeasurable.

In all this there is nothing like the unannounced approach of a thief in the night, and it is quite probable that astronomers are in error regarding sun spots, since instead of showing a scarcity of fuel it is possible that they are caused by a superabundance of the commodity. At any rate, those who believe Mr. Leotard, will not, for at least 2,000,000 years, lose sleep because of sun spots.

But the French scientist is of the opinion that there is only one chance in 280,000,000

that the earth may be struck by a comet, in which event a big conflagration might occur. He says:

In order that a collision may occur between a comet and the earth, the orbit of the first star must intersect the orbit of the second, and the latter must be at the point of contact of the two orbits at the time of the passage of the comet. It will be understood that such a combination of circumstances, although possible, has few chances of occurring. In fact, when a comet appears that is to approach the sun as near as we do, a calculation of the probabilities demonstrates that out of 280,000,000 chances, there is but one that it will collide with the earth!

The admissions of the astronomers are in striking accord with the declarations of the apostles. If in the destruction of the world a comet is to be selected as the agent, the appalling visitation will be all that St. Peter describes. This Mr. Leotard admits. He does not believe the tranquility of the world should be disturbed, but as the possibility of a collision with a comet is admitted he regards it prudent to outline probable results. The world, he says, travels at the rate of "eighteen miles per second," 64,800 miles an hour. A comet flies along its course with equal velocity. With regards to results of a collision, Mr. Leotard says:

If the comet had a consistent nucleus, the terrestrial crust would be stayed in by the impact, and the torrents of lava that it conceals would produce a terrible commotion in contact with the waters of the ocean. In addition, the axis of the earth would be abruptly displaced. This is the sole plausible hypothesis to explain the inclinations of the axis of planets upon their orbit: but it is only right to say that no comet with a consistent nucleus has as yet been observed.

Were the comet formed of dense gases, it would cause an enormous pressure upon our atmosphere, and would bring on a hurricane a hundred times more terrific than the great cyclones, and would level the surface of the earth. It might also render the air unsuited for maintaining life by altering its chemical composition through the introduction of a new gas, or kindle an immense fire, such as the temporary stars sometimes offer us the spectacle of.

It is difficult to imagine the frightful consequences of such cataclysms for the animate beings who would be liable to perish amid this chaos of unchained elements. Shooting stars, those strange meteors that shine for scarcely a second in tracing a line of fire upon the celestial vault, are now considered by numerous astronomers as having a cometary origin, they being, so to speak, the debris of the haired stars. There exists a convincing example of this that will prove to us the possibility of a collision between the earth and the erratic bodies under consideration.

It will be noticed that St. Peter boldly states results. There is to be a "great noise," "fervent heat," in which "the earth and all the works therein shall be burned up." Mr. Leotard thinks the collision would produce "a hurricane a hundred times more terrific than a great cyclone." Here we have Peter's "great noise" graphically explained. Then the French scientist refers to chemical changes in the atmosphere, the introduction of "a new gas" and an "immense fire," a scientific confirmation of Peter's prophecy.

There is much in Mr. Leotard's theories well calculated to quiet the nerves of over

sensitive and susceptible minds. As, for instance, if the world is to be destroyed by ice, by cold, for which there is no thermometric measure, the catastrophe is some millions of years distant; if by collision with a comet, the world has 277,999,000 chances in its favor to one against it. But the facts as admitted by Mr. Leotard, and affirmed by the Bible, are those that soothsayers, astrologers, quacks and cranks seize upon to widen the area of insanity and multiply suicides.

Mr. Leotard is of the opinion that on several occasions the world has had a narrow escape from a collision with a comet, as for instance, in 1832, when missing its head by thirty days the world swooped through its tail and was treated to a shower of meteors such as was never seen before or since. "Let us hope," says Mr. Leotard, "that fate will protect our globe for numerous ages by preventing it from running against a good healthy comet."

It will be noticed that in conclusion Mr. Leotard appeals to "Fate" to protect the globe from the catastrophe he so graphically describes. Fate has no ears, no eyes. Fate is blind and relentless. Fate is the inevitable, it is doom. Fate ignores an overruling Providence. As well appeal to stones as to Fate. If infinite wisdom and power create worlds to roll in space, dead orbs, then creation, in all of its sublime operations, is simply playing ball, a matter of caprice, and omniscience and omnipotence are words which cease to be signs of rational ideas.

It occurs to us that common sense, of which there is considerable in the world, teaches men that in their efforts to tell why God made worlds and what He is going to do with them, whether they are astronomers or astrologers, are vaguists, the victims of hallucinations who are deserving of pity or contempt—or both.

The crazy cranks who are everlastingly keeping feeble-minded folks in hot water by predicting the last day, and preparing ascension robes, etc., demand no consideration; nor are scientists greatly in advance of such people when they, leaving the line of prudent investigation, assume to know when and how creation will collapse. In such cases they abandon the rational and pander to the superstitions they affect to despise.

A. Picket.

A PLEA FOR EIGHT HOURS.

Do you hear the crying, brothers,
Then hark to the voice and have care,
The cry that nothing e'er smothers.
The words of men in despair:
The voice of the people, the workers
Who are weary of slavery's toll.
Who are sick of the few favored shirkers
That possess all earth gives to enjoy:
While their own is wearisome toil,
And their vineyards but dead barren soil—
The cry of the many in cities

Whom none encourage—pities,
And who seek in vain for employ.

And they cry from the cities congested
In their hovels and rookeries nested.
Like swallows who must live on the crumb,
By chance they to gather are able,
The drops from the dives' rich table,
And be grateful for that and be dumb.

The grapes in the vineyard are gleaming
The rivers to the ocean are steaming,
The shuttle of industry hums.
The gold jingles bright in the mart,
And the rich count their profits and sums,
While the workers are forced to stand idle,
And the hunger of children must wheedle
With a jest that masks a sad part.

The corn bend heavily windward,
But they every day drop behindward.
In the struggle of labor and life,
And they ask, Oh, give us employment.
Let us go into your wheat-fields and reap,
For labor is life's true enjoyment,
And our children beg for bread in their sleep.

But the answer with refusal comes chilled,
"Our fields and our workyards are filled,
And labor we have none for you."
Forgetting that into the bitter brain trickle
Designs of rebellion and rue;
Forgetful that the mouth which is hungered
May ope like the tiger's when angered,
And the hand that swings not the sickle,
May clutch revolution's red knife,

Oh, you boast of our age and invention,
The genius and depth of its intention,
Scourge antiques with loquacious rods,
Our deeds we admiringly mention,
Our engines puff, roar on and rattle
Progress, faster, faster we prattle
Our age's a Pantheon; we are its gods;
We count our discoveries electrical,
Telegraph, telephone, steam;
Of ourselves alone we are unscceptical,
Think nothing our advancement can stop,
And hold all but lucre a dream.

"Practical, sensible"—our lenders
And changers dub it—why bless
You 'tis folly the sole thing our venders
Heap their measures with, in costless excess
Our philosophy smells of the shop.
Then heed and give toilers less hours,
Let the favored come out of their bowers,
And help the worker and thrall,
We live not for self but each other,
The slave is the task master's brother,
The world rolls from night to the sunward,
Civilization is hastening onward,
Let its blessings be given to all.

Let all be glad earnest workers,
Let us deal with the obdurate shirkers.
As the bees deal with the drone,
Let the toilers crook no more o'er the wheel
Of labor from morning to dark,
Tied there like the fabled Ixion,
Till their heads are heavy and reel
And their hearts are aching with care,
Till life is a slow crucifixion,
And naught remains but to moan.

"God forgive them, for they are unknowing
Of the wrong and the woe they are doing."
Give us chance to go out in the meadows,
To the hall, school, highway and church;
Let our days be not darked by the shadows
Of the shop, its whirl and its smirch.

— *The Last*

"THE people never give up their liberties
but under some delusion."

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the tenth day of each month.

Slide Valve Proportions.

The exhaust port of the valve should have a width equal to the cylinder exhaust port and the two bridges, *less* a trille to insure against leakage by wear or by lost motion.

The bridges may be of the same width as the end ports. With this arrangement, if no cut-off is needed, the width of flange or "cover" of the valve will be just equal to the width of end port, *plus* a trille to ensure against leakage from wear or lost motion. If it be desired to cut off, there must be "outside lap" or "steam lap" at each end of the valve.

The following table shows the amount of steam lap to be given to effect cut off at $\frac{1}{2}$, $\frac{2}{3}$, and $\frac{3}{4}$, being the earliest point at which a plain D valve can cut off without choking the exhaust, and $\frac{1}{2}$ being as late as expansion can take place to do any real good:

VALVE TRAVEL, INCHES.

Cut off at	2 1/4	2 1/2	2 3/4	3	3 1/4	3 1/2	3 3/4	4	4 1/2	5	5 1/2	6	6 1/2	7
1/2	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4
2/3	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2
3/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4	1 1/2	1 1/4

Robert Grimshaw.

MR. EDITOR:—Reports of the proceedings of the recent session of the Grand Lodge have reached here, and we are thus informed that our Order still has faith in the men who have had charge of its affairs for several years, and has put the seal of approval on their acts by re-election for another term of years. The conduct of the *Magazine* and the establishment of this Mechanical Department having been sanctioned and approved by our Grand Lodge in convention assembled our Editor will no doubt feel encouraged to work on, and endeavor more than ever before to make the *Magazine* a worthy advocate of the interests of the intelligent and progressive engine-man, and to have it stand far in advance of any other labor journal in its advocacy of a fair day's pay for a fair day's work of faithful and intelligent labor. Some portion of satisfaction will no doubt be felt by the correspondents of this department, for while they must certainly know that the

score or so of writers are but a very small part of our Order numbering nearly 19,000 men, yet having been endorsed by the Order they ought to feel that they have "good backing," and continue to work with renewed vigor and zeal.

INJECTOR

PROBLEM.

"Vacuum" having accorded to his statement "caught me napping" wishes to press home some of the points on the action of the injector, and while it has been a question how steam could leave a boiler at one point, gather up a lot of water and force an entrance at another point against the same pressure that first sent it out, "Vacuum" quotes "Roper" to prove that 80 to 90 pounds of steam in an injector has forced water into a boiler against a pressure of 400 to 450 pounds. It would be an interesting point now to find out what the utmost limit of difference in the pressures could be and also the comparative size of the steam opening from one boiler and the opening by which it found entrance into the other one. I wish that it was not quite so energetic an agent to investigate, for it is extremely difficult to watch steam at work, and as for feeling for its force, that is "played out" ever since the finger episode. I reasoned that steam to a great extent partook of the nature of its parent-body (water) in transmitting pressure and even in a late number of our contemporary the *Locomotive Engineer* I note an article, in which it is clearly intimated that a valve even if it was built like a pyramid, would have to bear just as much pressure as a flat valve of the same area on the seat. This was the point I made that even if it was a large steam opening with a contracted opening to enter the boiler, a part of the pressure would be expended on the pipes and prevent the concentration of the whole pressure due to the large opening on the smaller one. If "Vacuum" has any further data about the limits of working and comparative area of the openings it is to be hoped he will give them for I would like to be able to arrive at some satisfactory conclusion, not simply to accept "Roper" or any other man, as I think "Vacuum" has also expressed it.

THANKS.

As I have retired from the vain fight with the "Dr.," I can only thank "Vacuum" and "Eccentric Strap" for the manner in which they are still waging the battle, and applaud some of the telling hits they have made in the October articles, but regard it as a hopeless case to spread reason before him.

SLIP OF THE

LINK-BLOCK.

Bro. A. H. Tucker wants to know what to do to compensate for the slip of the link in the block. This must be treated as any other lost motion by giving more lead to the eccentric cams. Whenever the valve has been pushed or pulled to the extreme end of its travel it comes to a stop, and is

held there by the action of the steam pressure on its back until the eccentric cam has taken up all the lost motion in the straps, rods, links, blocks, rockers, valve-stem and yoke. Each of these losses must be provided for by having the cam far enough in advance of the valve to take up the slack and have the valve in position to open the port at the right time. In many shops they measure the lead by the thickness of a tin, and it is at once apparent that this lead could easily be lost in the six joints it takes to establish connection between the cam and the valve. The slip of the link-block in the link is one of these losses at the joints, and unless compensated for along with the other losses would leave the valve not only without lead but would make her hold the port closed during a part of the return stroke, thus greatly impairing the efficiency of the locomotive and making her slow and sluggish instead of "smart" as she would be with the proper lead. *Vulcan.*

Topics before the Master Mechanics.

At the recent Convention of the Master Mechanics, committees were appointed to study up and prepare reports on the following subjects:

1. Best form and size of exhaust nozzles and pipes and steam passages in proportion to the cylinders.
2. Testing laboratories, both mechanical and chemical.
3. Advantages and disadvantages of placing fire-box above frame.
4. Relative value of steel and iron axles.
5. Purification or softening of feed water.
6. Present status of the car coupling question.
7. Examinations of engineers and firemen.
8. Operating locomotives with different crews.
9. Locomotives for heavy passenger and fast freight service.
10. Electrical appliances for railroad use.
11. Standards of the association.

These subjects are interesting and some of them are of vital importance to the rank and file of locomotive men, and it may be possible that some of our readers desire to express their views on the subjects. At any rate a little thought and study of these subjects and a comparison of ideas on them cannot fail to be profitable, and we hope that they will be discussed even if we should not have much new to offer or should make mistakes.

Some of these subjects are of vital interest to locomotive men and we commend them to the thoughtful consideration of such of our readers as are interested in keeping abreast of the progressive spirit of mechanical inquiry and investigation. It is scarcely necessary to add that the columns of the Mechanical Department are wide open to all who are inclined to express their views upon the several subjects proposed.

The Velocity of Steam.

The following article, written by Jearum Atkins, on the velocity of steam, appeared in *Power and Transmission*, a mechanical journal of which Mr. Robert Grimshaw is Mechanical Editor, in the December number, 1887:

The velocity of steam escaping from under pressure is known to be very great though few are aware that even under a moderate pressure of say twenty or thirty pounds to the square inch, it is equal generally to that of a projectile fired from a cannon. A notable example of the high velocity of escaping steam is that of a steam whistle, in which a jet of steam little thicker than ordinary writing paper produces a sound that can be heard further than the loudest thunder. The writer has often heard a railroad whistle eighteen to twenty miles, while thunder is seldom heard over ten or twelve miles. Every engineer knows how little his safety valve lifts, while the whole current of steam required to run his engine escapes therefrom, and how small a leak in a valve will cause his engine to "creak" provided his piston packing is tight.

To understand the reason of the very high velocity of steam or other gaseous bodies on escaping under pressure, we have to consider that *such velocity is as their pressure and the square root of their density inversely*. Thus at given pressure, if we double the density of the mass we reduce by one half the height of a column that would produce (by its quantity, such given pressure, and the velocity due to any head or height of fall, being as the square root of such head or height, it follows that increasing the density with a given pressure, reduces the velocity and contrariwise reducing the density with a given pressure increases the velocity.

Thus the spouting velocity of mercury under a given head, as one foot, would be equal to that of water under the same head, namely, eight times the square root of such head, or eight feet per second (nearly), while the spouting velocity of mercury under a head that gives the same pressure as a head of one foot of water, or something less than one inch, being still as the square root of the head would be only about 1.82 feet per second; and the velocity of water under a head whose pressure is equal to one foot of mercury, or over thirteen feet would exceed twenty-seven feet per second.

All these calculations are in round numbers. We have not taken the exact specific quantity of mercury as a basis of these calculations as we are only dealing with general principles.

It is understood that it is the height of column that determines the velocity in all cases, the density, with a given height not effecting such velocity.

Now the velocity of steam under a given pressure is in a like ratio as that of any dense body and for a like reason, and to calculate such velocity it is most convenient, first to ascertain the ratio of the density of steam at the given pressure above atmospheric pressure as compared with water. Tables giving such relative density will be found in almost any work on steam engineering. This data once obtained, next calculate therefrom the height of a column of steam, considering it to be homogeneous of equal density throughout, that would give (by its weight) such given pressure.

To ascertain such height of column, we first calculate the height of a column of water, calling the weight of such column 2,304 feet in height equal to one pound, that would give the required pressure, and the height of this water column multiplied by the ratio of the density of steam at the given pressure to that of water, gives the homogeneous steam that would give (by its weight) the required pressure, and eight times the square root of such height in feet is the required velocity in feet per second.

The rule then, (to make the statement a little more explicit) is, multiply the height of a water column that would produce the given pressure, by the ratio of the density of steam to that of water, at such pressure (above the atmosphere,) extract the square root of the product, and multiply by eight; this gives the required velocity in feet per second.

Practically the results do not agree exactly with the above rule. There is some waste of power from friction at the point of discharge. If the discharge pipe is short, its length being no more than its diameter and properly enlarged inside, there will be but little loss of power, whereas if the steam escapes through a pipe of considerable length, the steam will expand very considerable in passing its length, and while thus expanding exerts a back pressure on that back of it; thus retarding the velocity of that just entering the pipe and rendering the flow of steam correspondingly less.

Any one who will calculate by the above rule the size of a circular orifice that will give vent to thirty horse power of steam at a pressure of ninety pounds to the square inch, will find its diameter to be less than three-eighths of an inch, and to vent 120 horse power, such orifice would be less than three-quarters of an inch, and to vent 480 horse power it would be less than one and a half inches.

"Further this deponent sayeth not," at present, but if any additional explanations are asked for, will try to give them.

The article expresses in plain and easily understood language the recognized rules governing this subject and may be a help to such readers of the mechanical department as are interested in the subject and are not familiar with the rules to decide for themselves about how much guess-work enters into these matters. I will have something to say concerning indicator diagrams in my next.

Vacuum.

The Master Mechanics.

The twenty-third annual convention of the American Railway Master Mechanics' Association was held at Old Point Comfort, June 17 to 19, both inclusive. The Address of Welcome was delivered by Mr. M. E. Ingalls, President of the Chesapeake & Ohio Railway. Mr. Ingalls confessed that he knew "little about engines, wheels, axles or cars," but he demonstrated pretty conclusively that he did understand taking a railroad from a condition of bankruptcy and making it worth owning.

Mr. Ingalls gave the master mechanics to understand that he had studied Old Virginia—that he knew all about her ancient history, historic localities, her finances, politics, and her race difficulties. He was familiar with her coal and iron resources, and was eloquent in his predictions of her future greatness. He threw wide open the gates of the Chesapeake & Ohio to the M. M.'s, and invited them to ride as they might have inclination, and encouraged them to mingle as much pleasure as possible with business.

The address of President Briggs was exceedingly felicitous and appropriate. We quote a few paragraphs which show that Mr. Briggs has a level head. He said:

As we contemplate the immense work that our locomotives are made to perform in the transportation of the harvests from the prairie to the seaboard, in the movement of all living and dead freight, creating cities, establishing markets, breathing life and civilization, making the "desert even blossom as a rose," let us not forget the grand army of faithful engineers and firemen to whose care these vast machines are

entrusted; an army of men larger in numbers, stronger in discipline, richer in intelligence and higher in bravery than any of whom Alexander could ever boast. These men, largely recruited from humble life, form a perpetual monument to the mothers who gave them birth, true types of our American womanhood, who sent her boys to school and struggled so often with poverty and privation that her children should have every opportunity for gaining knowledge, and who by a lifetime of devotion has encouraged and fortified us all in the development of our progression.

Such brave words, coming from a man who *knows*, and has the courage to say what he knows, are in the highest degree complimentary to engineers and firemen. We do not remember having seen in print sentiments better calculated to awaken in the minds of firemen high ambitions to succeed in their chosen calling. Master mechanics, more than any other class of railroad officials, have opportunities for knowing all about the men who handle locomotives, and the testimony of Mr. Briggs will be fully appreciated by them.

Expired Railway Patents.

The following list of railway patents, furnished by F. B. Brock, Patent Attorney, Washington, D. C., expired during the month of October, 1890, and are now free to be used by anyone, viz.:

Dumping platform, J. W. Harrison.
Car coupling, S. A. Otis.
Hand car, L. H. Kenyon.
Running gear for car, J. S. Lester.
Locomotive headlight, W. Westlake.
Signal, W. Wickersham.
Rail joint, T. Rodes.
Tie, P. S. Devlan.
Time signal, G. B. Cummings.
Car axle box, L. Schulze.
Car wheel, A. F. Cooper.
Electric apparatus for signaling between trains, R. K. Boyle.
Electric railway signal, S. C. Hendrickson.
Rail, B. Myers.
Automatic signal, H. S. Evans.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents, by applying to Mr. Brock, whose address is as given above.

REPORT has it that "one of the mechanics of the Pennsylvania lines is working on a device by which coal will be fed to the fire-box of a locomotive in the same manner that a base-burner is fed. It is claimed that if the device is perfected it will greatly increase the heat in the fire-box, as no cold air will rush in, as is the case when the door to the fire-box is opened to throw in coal." That looks like a good thing, but as yet, the fireman is required to "keep her hot."

LOCOMOTIVE builders have a sure thing of it. The demand for the machine is constantly increasing, and last year 1,664 new ones were brought into service.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's interests in educational, reformatory and domestic matters are requested.

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the *tenth day* of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
INDIANAPOLIS, INDIANA.

MOVING THE HOUSEHOLD GODS AND GOODS.

So many of our correspondents have given us a leaf from their own personal history, and we have all found these bits of real life so interesting, that I am tempted this month to add a chapter of my own experience, with the belief that I shall strike a sympathetic chord in the hearts of many members of the Woman's Department. As a general thing I believe people are not so much interested in the writer as they are in what is written; if that be entertaining it matters not whether Mrs. Harper wrote it, or Mrs. John Smith, or Mrs. Brown, Jones or Johnson. It seems to me this evening, however, that I could not possibly write upon any other subject than Moving; in fact, I am very strongly moved to discuss this topic. Perhaps some of our readers have had more experience in this line than I have, perhaps they do not consider it so much of an undertaking, perhaps they are better managers; but my opinion just at this moment is that whether I find contentment and prosperity in my new home, or the reverse, here will I stay the rest of my natural life rather than move again.

Before the grand upheaval commenced I was rash enough to say that a fire which would sweep all my goods out of existence would be most welcome, for then I could collect the insurance money and start in again with everything fresh and new, and no trouble of moving. But now that it is all over and I look about me and see each familiar picture and beloved book, and may rest in my favorite rocking chair, and write on my desk, consecrated by so many hours of pleasant work, I wonder how I could ever have made so reckless a wish. And how quickly it all was done. Tuesday morning the first tack was drawn, Thursday morning the goods were here waiting to be unpacked, not a thing lost, broken or damaged. There is an old saying that "three moves are as bad as a fire." I will testify that one move is not one-third as bad as a very small blaze.

But of course there was a great deal of

preliminary work, and "there was the rub," the hardest part of all; what to take, what to dispose of, what to save, what to destroy. It is only in an event of this kind that we realize how much we have accumulated, and yet how we cling to these relics of past days. Common sense tells us to consign them to the flames, sentiment pleads for their preservation. Here are letters, yellow with age; we shall never see the writer again, but we do not need these silent witnesses to keep alive a memory that is fading, and yet we cannot give them up. Around these wedding cards the fragrance of the orange blossoms still seems to linger, although but a few days since came the nuptial cards of the children who blessed this union. Here are locks of hair, softly wrapped in tissue paper—gold, brown and gray; sacrilegious indeed would be the hand that could destroy these vital mementoes of the beloved. And here are the school-girl essays, tied with blue ribbon, and recalling triumphs filled with a pure and unalloyed delight that comes not with all the plaudits of later victories. As we delve among these keepsakes, so carefully treasured through all the years, we come upon the little mementoes of our childhood—earlier life—the examination papers and promotion cards so proudly exhibited at the close of school, the crude drawing books, the first trembling and irregular attempts to write, all inestimably precious to a mother's heart. Then come other treasures—the first garments the baby wore, recalling all the tenderness and anxiety that were woven in with the dainty stitches; the tiny shoes that covered the little feet which now have strayed so far out in the wide world; the playthings which filled the childish soul with joy, long since cast aside for the glittering and unsatisfying baubles of life. What pen can enumerate the cherished things that we take from the recesses of trunks and boxes when the time comes which demands their resurrection and, alas, their annihilation?

There are other valuables which must be destroyed when the limitations of space demand it—the newspaper clippings, the statistics, the references, the pamphlets upon various subjects, which one has been years in collecting. I spent half a day burning up such articles, feeling certain as each one was laid upon the fire that some day I should have the most pressing need of it in my work. And after many sacrifices which almost broke my heart I still brought a large trunk filled with letters and pamphlets that I know will have to follow the rest when I find time to go through them.

But the destroying of the old relics is not the only hard trial one must meet in changing locations. There are so many "last things" one has to experience—the

SAN ANTONIO, TEX., September 21, 1890.

Editor Woman's Department:

last hour in church, surrounded by the familiar faces one has seen change from youth to age in the passing years; the last walk down the well-known streets; the last farewell to friends who have borne the test of time and proved faithful; the last night spent in wandering through rooms whose very walls seem to speak of the happiness and sorrow of the past. To turn away from all these associations, a part of one's daily life for nearly twenty years, requires a courage and resolution understood only by those who have experienced it.

I write to-night with hands so lame they can hardly hold the pen, and any devotions which require a bended knee would be out of the question at present. "He who by the plow would thrive, himself must either hold or drive;" and even with the most competent help the housekeeper must herself be in the midst of the fray.

This has been a beautiful Sunday, the last in September, with the slight chilliness of the air tempered by a golden sunshine. Across the street from my new home is a handsome park, and within one block are the five largest churches in the city. With the hundreds of handsomely-dressed men and women flocking to church, the long lines of carriages, the crowds of children going to Sunday school, and the groups of people wandering through the park, the scene is animated and inspiring. The winter will be filled with pleasant and congenial work, and busy people have no time to be lonely. It will be November before these lines will reach our readers. May every one find some cause for thanksgiving and not neglect to celebrate this day of pleasant cheer and friendly reunion.

IN MEMORY OF MESSRS. HUGHES AND BLAKE.

One more sad and fatal mistake,
Ending the life of fireman Hughes and engineer Blake,
Around the curve two great engines rush,
Each unheeding the other they were about to crush,
Till, alas, it was too late
Each had sealed the other's fate.

On and on the great iron steed
Rushing and roaring with terrific speed:
Till they came face to face
Each trying to take the other's place.
One more minute and the deed was done
The seventeen rushed into the forty-one.

In this collision two noble men
Were brought to death by a friend;
How should they know that just ahead
They should lie wounded, bleeding and almost dead,
That in a few minutes more
They should be ready to cross to the other shore?

But now that with this world they are done
Let us hope Heaven has two more angels won:
And when they arrive at Heaven's gate
May a crown with many stars for them await.
Now, let us say to them, farewell
But they shall be in our memory wherever they dwell.

A friend to the railroad men.

Trina.

COESICANA, TEXAS, Sept. 7, 1890.

As I am reading the *Magazine* I find one lady wishes to exchange patterns for fancy work and receipts. I think that a good idea. You know Christmas will be along soon, and those of a giving nature always like to give something pretty to their friends. So let us have some patterns soon. I am so glad Kitty Wadden's forgery is at last known to be a fact. I knew before I had read it half through that I had read it before, and that it was not her own composition and wanted to say so; did say so to my husband, but as I could not find the paper in which I had read it, I said nothing about it, thinking surely some one of the *Magazine's* numerous readers would denounce her.

Blanche, of Chicago, tells us to always have our husband's meals ready on their return from work, their clothes laid out and shoes or slippers polished, etc. That is all very well if we know just when they will be at home; but sometimes I have been expecting my husband for three days. Now, when he went away last, he said he would be home about 6 o'clock this morning; well, I was up early to have his breakfast ready when he got home. It is now 2 P. M. and he is not here yet. Now how am I to know when to have his meals ready? Do you know what I'll do when he comes? If he comes between now and 6 tomorrow morning, he will eat a cold lunch. I have left plenty on the table for him, and if he comes in during the day and I am not certain at what hour he will be in, I will not prepare for him, but will say: "Hubb, are you hungry, or have you had dinner?" If he has had none, then I will get it just as quick as possible. If he wants clean clothes he knows just where to look for them, and the chances are that he is no more tired than I am, and as I am getting dinner, of course, I have not time to get them, and he must have something to keep him busy till dinner is ready. Then about his shoes, I think he has plenty of time to keep them polished when he is off duty. Now I suppose Blanche will say: "Shameful thing; she does not love her husband." I do wait upon him sometimes and I don't altogether hate him when I don't wait upon him; but just let me tell you, a wife is not a husband's slave, or at least she should not be. I have my work to do, my children to care for, and I never idle my time away, and when night comes I am generally tired and, although I am willing and do wait upon my husband when it is necessary, yet I believe in drawing a line, so to speak, and let my husband depend upon himself and wait upon himself occasionally. Now, see here Blanche, I suppose your husband has had sometimes a "lay off" of a few days, you cooked, washed, scrubbed and cared for the children just the same as when he was at work. When you finished your washing did your husband bring you a clean dress and shoes and lay them before you and have your dinner ready for you? And oh! how tired you were, and there were the children with dirty faces and hair uncombed, and you to clean them up and dress them, as well as yourself, and I would like to bet your husband was lying asleep somewhere, and came out just as you felt like you didn't want to live to see another wash day, and said in his gruff voice, "Blanche, I'm about starved, when are you going to have that dinner ready?" Then you said, "Yes, dear, I'm sorry to keep you waiting, but I'll not be long about it."

Now when my husband has one of those lay offs he builds the fires and often gets the dinner and does the sweeping. Don't think he is a henpecked husband, for he is not, and I do not impose upon him, but he knows I am busy and also knows it is a relief to me to not have it to do, so he does it for me, not every day but sometimes, and I wait upon him sometimes when it is convenient and I think we "get along" as well as most people. We somehow have a silent understanding that we will each do our part and neither of us will outdo ourselves to wait upon the other; and should my husband try to impose upon me I would in some manner let him know it could not be done and he would do the same by me. In a word, we both manage ourselves, and I believe that is the best in the end.

I can say to the lady of Keokuk, Ia.: "Them's my

sentiments too," when she says that "Women no more than men should have abundance of authority over the home." I thought my husband, when I married him my equal and continue to think so, but I think I am his equal also. I suppose you will think I have a good opinion of myself. So I have, and of my husband too, but I do not believe in a wife humbling herself to her husband and humoring him like a sick child, or like she was afraid of him. We have enough cares with our children; we have to take things as they come, why should not our husbands? It is all very well to have everything in order when they come home. A wife who does her duty will try to have her husband's clothes clean and whole when he needs them, and his meals ready if she knows when he will be home, but if it should happen that he comes home hungry and dinner not ready, let him keep his temper. It is just possible that she for some very good reason could not have it ready, just as she sometimes does not have that button sewed on those overalls. That reminds me that my husband's blouse needs a sleeve patched, and I have put it off for a day or two, and so I'll just close and do that yet before I go to bed. I will bid you a hasty good night. Yours, Belle.

[Come again. Your letter is quite refreshing.—Ed.]

COLTON, SAN BERNARDINO COUNTY, CAL., }
September 11th, 1890. }

Editor Woman's Department:

I am a constant reader of the *Magazine* and have thought several times of writing, so I forward you the following essay, hoping you will find space for it in your valuable columns:

No word in the English language calls up so many pleasant or unpleasant memories as the word home.—Pleasant memories if home is what it ought to be, and unpleasant if it is a mere stopping place.

You may ask a dozen different persons what is home, and you will receive as many different answers. Each one will give a definition in accordance with that which is uppermost in his mind. To one it means simply love at the hearth, to another a loaded table, to a third industry in the affairs of his trade or occupation. Home may mean devotion at the altar, intelligence at the books, a wall covered with pictures, and rooms richly furnished, dress and appearance, or a splendid mansion. To others home may mean want, looking out of a cheerless fire grate, "kneading hunger in an empty bread tray," as Talmage suggests. Home gives us character; home influence extends through our whole life. It makes the first impression upon our nature and gives that nature its first direction onward. It makes the first stamp and sets the first seal upon the plastic nature of the child. These impressions are indelible and durable as life. It is either a blessing or a curse, either for good or for evil. What is true of impressions in the material world is true in the mental. Every act or word of ours makes an impression upon the minds of those under our care, and those impressions cannot be effaced. Mind is shaped by means of these impressions, hence in our home-school, we are unconsciously making impressions that train our children for honor or disgrace. We grow by means of impressions, and the home and the street give the impressions that shape the child's life. The attraction of home should overcome those of the street, and hence the whole responsibility rests upon the home. Then we take great responsibility upon ourselves as teachers in our home. The home should be made the brightest place on earth in order that the children may be charmed to the higher paths of virtue.

Our homes should be cheerful, innocent joy should reign in every heart. There should be domestic amusements, fireside pleasures, quiet and simple it may be, but such as shall make home happy, and not leave it that irksome place which will oblige the youthful spirit to look elsewhere for amusements and happiness. Ireland exports beef and wheat and lives on potatoes. There are parents who are the life of every company which they enter, but dull silent and uninteresting at home among the children. Like

the natives of Erin, they fare poorly by reserving their social charms for companions abroad and keeping their dullness for home consumption. If they have not mental activity and mental stories for both, let them first provide for their own household. It is better to instruct children and make them happy at home, than it is to charm strangers or amuse friends. Send them out into the world in the belief that there "is" no place like home, "be it ever so humble," and even if the old home should in the course of time be pulled down, or be lost to your children, it will still live in their memories. Some years ago Jenny Lind, the Swedish nightingale, sang to an audience of about twenty thousand, in the Castle Garden, New York. She had been singing the beautiful compositions of Beethoven, Handel and others, when at length she thought of her home. She paused and began to pour forth with deep emotion "Home, Sweet Home." The audience could not restrain their emotions. An uproar of applause stopped the music. Beethoven and Handel were forgotten. Home was the word that held spell bound twenty thousand souls. Thus Howard Payne triumphed over the great masters of song. When we look at the brevity and simplicity of this home-song we are ready to ask, "What is the charm that lies concealed in it?" The answer is easy. Next to religion the deepest and most ineradicable sentiment in the human soul is the associations of home. What a hallowed name! How dear to the heart! What tender memories cluster around home!

A distinguished poet says:

I've been where pleasure's silken bands
Are thrown around the heart.
Where fancy weaves her fairy dreams
And bids all grief depart:
Where lords their servile slaves command
And bid them go and come,
Yet found no pleasures half so sweet
As in my cottage home.

Home is the place of rest and of refuge. We may find joy elsewhere, but it is not the joy, the satisfaction of home. Of the world the heart may tire, but of the home never. In the home there is a mother's watchful love, a father's sustaining influence, and the circle of loving brothers and sisters. In what Christian country can the mother's influence in the home be denied. George Washington said "I attribute my success in life to the moral, intellectual, and physical training I received from my mother." Others with the best and the bravest and tenderest hearts, have acknowledged a mother's influence. Home is one of the evidences of civilization and the chief safe-guard of the nation. The nation finds its stability resting upon a pure home sentiment. The most illustrious statesmen, the most eloquent ministers and the greatest benefactors of human kind owe their greatness to the fostering influence of home. The homes of the American Revolution made the men of the Revolution. Their influence reaches into the inmost frame and constitution of this Republic. Considering how much depends on home, thinking of it as a place of refuge and rest, a school from which all the noble men and women of the world have and will come, should it not be regarded as a treasure of untold value?

With best wishes for the Woman's Department.
I am most truly,

Emily Finlay.

[We hope to hear again from this new contributor.—Ed.]

ABBOTSFORD, WIS., August 21, 1890

Editor Woman's Department:

We have taken the *Firemen's Magazine* since the beginning of the year. I read it in preference to the "Engineer's Journal" which my husband has taken for years, being a member of the B. of L. E.

The Woman's Department is especially interesting to me, and as the subject of Managing a Husband is yet under discussion, concluded to give a little of my experience. It is no task whatever in my estimation when people are rightly wated. Instead of growing apart, as a great many people do, we have grown nearer and nearer. I think "Daisy's" letter in April number about right, especially where she leaves her

work to accompany her husband, as that is precisely our way of doing. Since we have been without our horse, we walk, but we continue going out together just the same, leave the dishes and work if it is undone, and do it up together on our return. My husband has the preference any time.

His run brings him home every other night at midnight, so he is deprived of the much talked of smile, as well as myself, but we make up for it the following day. When he leaves the next night he is convinced once more, also myself, that we need not necessarily grow "colder" although we are growing older.

In regard to playing cards I agree with "A Fireman's Mother" in August number: allow them to play at home and they'll not go elsewhere, that is the principle that I work on and it has proved a success. If husband and children are fully satisfied at home, they will be contented and not seek other quarters. My husband prefers home to any place on earth. There was a time when cards, liquor, tobacco, etc., were an attraction to him, but that was before my time. It is not so now. Furthermore I never requested him to leave off these habits. I have little faith in such promises. He did it of his own free will, and was encouraged with a happy home. To break off smoking was the hardest task: when he said "quit" he meant it. Although he struggled with the appetite for about two months, he did not soil his lips or breath with a cigar or any other bad odor. He is as near perfection as can be found and the handsomest man in the State.

Winter evenings we play cards at home, as well as other games. I fail to see the harm.

Mrs. H. C. Perkins.

[You are very fortunate and so is Mr. Perkins.—Ed.]

FT. WORTH, TEXAS.

Editor Woman's Department:

"We must not hope to be mowers,
And to gather the ripe golden grain
Unless we have first been sowers,
And watered the furrows with tears."

If this life gave us all we desired, then we would wish for no better place. If our present life were unmixt with sadness or disappointment, we would have no desire for that happier country where there is joy and happiness forever. Let us then try to bear our trials here bravely and patiently, and they will eventually become easy. The greatest burden of care may by God's grace be turned into a blessing, that will, not only brighten all our future lives, but will add to eternity glowing memories that may forever increase our happiness. It is only what we have wrought into our character in this life that we can take away with us. The sorrows, worries, troubles and poverty will all be left behind and nothing will remind us of them, save the added sweetness, patience and soulful sympathy for others, which will have pervaded our hearts and lives, made our souls white, our actions gentler, our faces sweeter, even if those cares have left our faces seamed and wrinkled; taken the luster from our eyes and hair and left only a pure heart and faithful soul looking from the frail tenement.

Why then do we give so much more time and thought to the cares and troubles of life than to its beauties and joys? Why not nerve ourselves to bear all wrongs and troubles that we cannot remedy and try faithfully to bring good out of evil.

If our husband has been unusually cross and peevish this summer, not near so thoughtful and considerate as he used to be, are we wholly blameless? Have we remembered always to do as we would be done by? Have we offered the first causes and been refused. Have we taken into consideration the fact that the weather has been most trying, that he has had many troubles that we know of and perhaps others that we do not know? Have we too not been depressed by all this and in wise tried to hold the high place in his home and affections that was rightfully ours?

This is not for the pretty young wives who have only to pout and be kissed but to the weary sisters who have grown old in well doing, yet have battled

with care and trouble until weariness and discouragement added to summer heat have almost caused them to lay their armor by and give up the fight.

Be not discouraged, oh weary one, life holds for you many blessings and joys yet. You can not see through the clouds at present. No one ever did until they burst or rolled away and let the rainbow of promise through. It may yet be your lot to be the motive power in a happy home; which, by undying patience and love, and attention to the little things of life, may be made into the most holy and beautiful on earth. And yourself be so loved, honored and respected, even revered by its inmates that heaven will have few attractions for you until some of your loved ones have flown to its portals.

I met an elderly lady not long since who through misfortune long years ago had lost all her worldly wealth, but she still retained her sweet, thoughtful disposition, her loving, careful sympathy for others, strengthened and broadened by patience and experience. Every one who knew her loved her. She was the counselor and adviser of old and young; her friendship was esteemed, her acquaintance coveted by all. Yet she had no special gift, no great learning. She was only a woman, good, pure and truthful, just as we all may be if we so desire.

We cannot all be strong pillars in a great cause, yet nails are often as essential in a building as are the costly columns.

Many of us have no time or influence to devote to the great questions of the day. No field of work like other women. We can only wish them success in their greater calling, but we can all be brave, helpful mothers, sisters and friends, can make the world better for having lived in it, can live our lives so that all who are burdened with care, discouraged, weary and troubled may be encouraged to try once more to take up their burdens and bear them bravely to the end.

I have been very much interested in the letters lately on "how to manage a husband" and all the others.

Why did not Mother Jones give us one on the subject? She seems to understand the art most thoroughly.

Thanks, dear Mrs. Miller, your articles are most interesting and highly appreciated at this end of the line.

We received a call from Mr. Theodore Debs. He is a pretty boy, as the girls say, and I liked him even as well as the rest of you do. I have been spending the summer away and have not yet seen the September Magazine but am looking for it every day.

Irene.

[We are glad to hear from Irene again. Theodore Debs is a big, married man now, with a lovely and lovable wife.—Ed.]

MATTOON, ILL., August 31, 1890.

Editor Woman's Department:

I come again for admission to your charming circle to say Beacon Lodge, No. 111, is in a flourishing condition with seventy members all in good standing and a large attendance every Sunday afternoon at meeting. From what few I have had the pleasure of meeting, I think they are an honor to their Order and trust they will live up to their beautiful motto. W. P. Fitzgerald, Secretary of No. 111, went to San Francisco to the Convention as a representative. Wm. McShane and Johnny Cook have been confined to their rooms with typhoid fever, but I am glad to say they are both able to be out again. Collector F. W. Neidheiser is running a switch engine in the yards of nights.

Died, Sunday morning, August 10th, Walter Kirby, after an illness of ten days, of typhoid fever. He was nearly 22 years old and a devoted member of No. 111, which Order took charge of the funeral, leaving here Monday morning at 3 A. M. for East St. Louis. Funeral services were held at the residence of the mother of the deceased. After the funeral services they marched to Belfontaine Cemetery and there laid their brother to rest with the last sad rites of the Order. Walter was a sober and industrious young man, respected by all who knew him. No. 111 has lost a worthy member and they feel their loss

deeply, but when they all pass over to the other side they will still be one united brotherhood. These few lines are dedicated to the memory of Walter Kirby:

Ah, no, he sleeps while seasons change.

And fast recede the long, long years.

We may not rouse him—'tis in vain.

From feelings fast spring up the tear:

Sad, sad, 'tis ever to behold

Life's cherished objects swift decay.

But there's no sorrow keen as that

We feel when loved ones pass away.

May God ever let his richest blessings be with the
B. of L. F., is the earnest wish of

Mrs. J. W. Taylor.

THOSE HANDS.

"Just look at those hands!" you murmur, as you gaze at them with a frown.

How black, and hard, and dirty, how coal-begrimed and brown:

I'm sure I scrubbed them hard enough, before I came in to-night.

And I thought them all O K, dear, till clasped in yours so white."

And then you're off to the Kitchen, to scrub them and wash them once more.

And I am left a thinking, thoughts I've often thought before.

For you surely know, my dear one, that those hands you so despise

I'm proud of and I love them, they've beauty in my eyes.

For they're brave and strong and gentle, oh! so gentle when I'm in pain.

As they smooth my aching brows till I can smile again.

They're hands I know I can trust to, for tho' they're black to the sight.

They're honest and hard-working, they strive to do the right.

And I'm so glad you're not a lawyer, or doctor, or minister, dear.

But just my bonny *fireman*, and soon my engineer. What does it matter for looks, dear, so long as we aim to do right.

And try the "whatsoever," to do "with all our might?"

F. M. P.

WEST TORONTO JUNCTION, ONT., August 1890.

GOOD TEMPER.

There's not a cheaper thing on earth,

Nor yet one half so dear:

'Tis worth more than distinguished birth,

Or thousands gained a year.

It lends to day a new delight,

'Tis virtue's firmest shield;

And adds more beauty to the night

Than all the stars can yield.

It maketh poverty content,

To sorrow whispers peace;

It is a gift from Heaven sent,

For mortals to increase.

It meets you with a smile at morn,

It lulls you to repose;

A flower for peer and peasant born.

An everlasting rose.

A charm to banish grief away—

To snatch the brow from care:

Turn tears to smiles, make dullness gay,

Spread gladness everywhere.

And yet 'tis sweet as summer dew

That gems the lily's breast:

A talisman for love as true

As ever man possessed.

What may this wondrous spirit be,

With power unhard before—

This charm, this bright amenity?

Good temper—nothing more.

Good temper—'tis the choicest gift

That woman homeward brings—

And can the poorest peasant lift

To bliss unknown to kings.

THE WOMANLY GIRL.

Why She Enjoys the Genuine Respect of Everybody.

In the hurry and artificial life of this nineteenth century there is yet cause for hope in the genuine respect shown even by bores to the womanly girl. Whatever stands in the way of a girl attaining to the highest goal, that of Christian womanhood, becomes in comparison as mere chaff. The girl who gives up her love of home and sneers at the cares of housewifery in order to pursue what she deems a "higher education," has sold her birthright for a mess of pottage. She has measured her acquisitions by the waverer values of this world. Only when a woman is gentle and wise enough to attain to high intellectual powers, and use them, not as coarse women do for their own aggrandizement, but as a means to minister help and hope to others, has she learned the use of her power. Intellectual training is like physical training—a means by which woman may receive more power for her work, in her home or in any field outside to which she is called: it is no more. Without it she may be a weak hand where she might have been a strong one, just as a woman who is crippled is unable to accomplish as much good as one who is robust and strong. Yet the woman who devotes herself to intellectual pursuits merely for her own glory is not less silly or cumbersome to the earth than she who devotes her entire time to personal adornment from motives of vanity. Both fail to sustain even the admiration of the world. The woman who has attained to intellectual heights and has not been gentle and wise enough to use the "tongue of learning to speak a word in season to him who is weary"—her mission has passed her by. She has lost the sweetest pleasure of a true woman, that of ministering to and helping those who else were helpless and hopeless. Instead of living in the broad sunshine of Christian life she is imprisoned in the narrow cell of her own selfishness.—N. Y. Tribune.

USES OF PAPER IN JAPAN.

The Japanese use paper at every instant, says the *World's Progress*. The string with which the articles you buy are fastened is made of paper. Do you want a piece of string? Tear a sheet of paper, fold between the fingers; it requires a strong wrist to break it. The handkerchief thrown away after use is paper! The partitions dividing the houses are paper! The pane through which an indiscreet one looks at you is paper! The pane is truly wanting in transparency, or not at all transparent, and the Japanese, especially the ladies, who are as curious as they are in other countries, are none the less embarrassed to see, without troubling themselves, what is taking place outside. The method is very simple. One finger is passed through the paper—that is all! When one has had a good look, a small piece is stuck on this opening with a grain of rice. The yakouné hat passing is paper; the porter's cloak, who carries his burden, singing a cadence, through the rain; the garment of the boatman who conducts you on board; the tobacco pouch, cigar case—all are paper! Those elegant flowers ornamenting the beautiful hair of the Japanese ladies and those robe collars, which are taken for crape—paper!

TABLEWARE.

Queen Victoria's usual dinner beverage is champagne, and she drinks it from a beautiful gold cup, which has come down to her from her predecessor, Queen Anne. The table is always lighted with candles placed in golden candelabra. King Humbert's table is entirely spread with hammered gold plate service, which is used every day. The Comte and Comtesse de Paris eat off silver plate; they possess two complete services—one of French and the other of English manufacture. The latter is used at the midday meal, while the former is used for dinner. The plate belonging to the Spanish court is very fine, but is never used save for ceremonial dinners. The gold dinner service at Buckingham Palace is also only brought out of the strong room on state occasions.

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

THE B. OF R. C.

The Second Annual Convention of the Brotherhood of Railway Conductors—Report and Address of Grand Chief Geo. W. Howard—Toledo, Ohio, Chosen as the Headquarters of the Order.

THE PURCHASE OF THE RAILWAY SERVICE GAZETTE, WHICH WILL BE THE ORGAN OF THE BROTHERHOOD.

The Brotherhood of Railway Conductors held its second annual Convention in the city of Toledo, Ohio, commencing September 15th, 1890.

The B. of R. C. is not an ancient order. It was founded at Los Angeles, Cal., Nov. 15, 1888. A more vigorous child was never born. It seems to have come into the world fully developed, mentally and physically. There was a demand for it and a place for it, and the Brotherhood of Railway Conductors, with G. W. Howard at its head and as its head, strode into the arena where older champions of the rights of labor were assembled, and without red tape or circumlocution, took its place beside the foremost, and displaying its banners began its conquering march.

The first convention of the Order was held at Los Angeles, Cal., September 16, 1889, when thirty-seven divisions of the Order were in line. A year later, when the Grand Chief called the convention to order, there were representatives of eighty divisions present to respond to the roll call. Such facts demonstrate beyond cavil that the new Order was wanted; that the O. R. C. had proved a failure; that it did not meet requirements; that it was like "a painted ship on a painted ocean"—pretty, perhaps, but serving no practical purpose.

Under such circumstances, it is not surprising that the Brotherhood of Railway Conductors has had phenomenal growth, so extraordinary indeed, as to make it in two short years, an Order of commanding power and influence.

The second annual Convention of the Order began its sessions under the most favorable auspices. The people of Toledo vied

with each other in their efforts to make the conductors feel at home. Their welcome was of right royal proportions. The city fathers, the press, the Board of Trade, the tramways and the railroads and the church, all took a hand in doing the agreeable.

The opening meeting was held at Wheeler's Opera House, and a vast audience assembled to witness the exercises.

Grand Chief George W. Howard read a number of letters and telegrams from distinguished persons who had been invited to attend the meeting, all breathing sentiments of friendship and good will, and when the necessary preliminaries were completed, proceeded to deliver the following stirring address:

MR. CHAIRMAN, LADIES AND GENTLEMEN:—This meeting was arranged for the purpose of giving the people of Toledo and of our country an opportunity of getting acquainted with the Brotherhood of Railway Conductors, its aims and objects.

Up to November 15, 1888, no protective organization of railway conductors existed in this country. True, associations of conductors had been formed and existed that provided protection, so far as insurance went, but that is not altogether the kind of protection to meet the requirements of the railway conductor of to-day. He must be protected against unjust encroachments of all kinds, that he may the better be enabled to protect his family, and with this object in view, the Brotherhood of Railway Conductors was instituted. Starting with but a handful of men on the Pacific Coast, it has fought its way into every State and Territory in this country, and into Mexico and Canada as well, and as it is the first real protective association of conductors, its founders may well look upon it with pride. It has been thought, and even wished for by some, that after a while the various labor organizations of this country would get to fighting each other, and that partial if not total annihilation, would be the result, but please allow me right here to disabuse the minds of such. I am positive that your ideas in this direction will never materialize. The leaders of the various organizations of labor throughout this country, although differing somewhat in minor affairs, thoroughly understand each other, and stand as a "unit" upon the maintenance of true principles involved.

It has been asked: Is the Brotherhood of Railway Conductors a striking organization? I answer yes; not that we advocate or encourage strikes, for this we do not, but what does any organization amount to, or what will it ever amount to, without some means of defence. I know you will agree with me in saying "nothing." All railroad men know that conductors have their troubles and grievances the same as other people, and I assert here positively that where a grievance committee of conductors is met in the proper spirit on the part of railway officials, in the spirit of reason, and a desire to do that which is right and just, a strike will never occur. There are not axes enough in the whole city of Toledo, nor men enough to wield the axes, who could cut clubs enough to drive the American people or any portion of them into a strike, unless some principle dear to them was at stake, and we are Americans in every sense. No other organization in the United States would turn out more true men in proportion to its membership to protect this country or its affairs, than this same Brotherhood of Railway Conductors, if necessary, and we court a call of that kind at any time. We have no time or use for Anarchism, Socialism, or Internationalism, or in fact any "ism," save American patriotism; nor have we any respect for the red "rag" that has been flaunted in several of our principal cities within the past few years, nor for theimps of hell itself, who have flaunted it, but we do stake our all on that banner of all banners, the pride, yes, the life of every true American, our star spangled banner, under whose folds this country and all its people shall forever prosper.

I must touch upon a subject also, which will in time be sure to bring disastrous results to us, if not checked and stopped. I refer to the matter of allowing a Pinkerton to recruit an army at will, and of sending it to any desired point, to be used upon any occasion as he may direct. I did not intend to say anything about the innocent people who have been murdered or injured by Pinkerton men, but the point I wish to make is this: If Mr. Pinkerton is allowed this privilege, should it not be accorded every other citizen of this country? And if generally started, can any one say where it would stop? The precedent is a bad one, and I sincerely hope that the law makers of the various States will pattern after the last Indiana legislature in the premises.

Wage earners in this country, if you take my advice you will never vote for another millionaire for any legislative position. Pay no attention to any promises they make, for remembering the first law of nature, you know what they will do. If they wish to make so much of a sacrifice toward helping you, just ask them to begin at home. It is not necessary, and it is wrong for you to send them abroad and deprive them of the comforts of home, to serve you, when the field is so wide for the same kind of work right at home. Let them prove their sincerity there, not by words alone, but by deeds.

The tendency of the present day is to crush out the middle men in all mercantile pursuits, and through the agencies of the various combinations, trusts and syndicates, this is being successfully done; and while we know that this must continue if as a nation we progress, we think the same rule ought to apply to the middle money changers of our country, and to that end we insist on the doing away with our National Banking system, and want this government to issue its money direct to the people. To day we have the spectacle of the bankers of the country, demanding of our government that it must deposit its surplus in their National banks. Was ever a greater amount of gall displayed on the earth? But thanks be to Secretary Windom and men of his stamp, it will never be done. Again, the bondholders are demanding of Secretary Windom that he pay them their own price for their bonds, but he, it seems, has a mind of his own, that he knows how to use. It may seem to some of you that I am somewhat partial to Mr. Windom, but let me assure you such is not the case. I don't know the man; never saw or communicated with him in my life, and never expect to, but a Greater than you or I has said: "By their fruits ye shall know them," and I am judging that tree by the quality of the fruit which it has borne.

Some of our ablest writers, seventy-five and a hundred years ago, taught that labor was a commodity to be bought and sold in open market, but that unlike any other commodity the buyer had the exclusive right of naming the price to be paid for it, and that the laborer had no right to any voice in the premises. Now, if our money kings have the right to name the interest that they shall receive for their money, you have a right to say what your services are worth, and if, regardless of actual conditions, the various combines and trusts have the right to make "corners" on the products of the earth, the necessities of life and establish a supply and demand to suit themselves, then you too have the right to handle labor in the same manner regardless of the actual supply and demand. Of course you understand that in order to be able to treat with knowing men you must acquire knowledge yourselves, and the worst trouble in connection with the wage earners of this country is that they do not read and keep posted. Knowledge is power and the only power that will enable you to make progress sure. Don't think for a minute that all of your ills can be cured by legislation either. We have too many useless or idle laws now, and this world will never see the time when its laws will provide for all emergencies, and it's just so with railroading also. There never lived a railroad man who was smart enough to make a time card or other rules sufficient to meet all emergencies of the business and there never will. You must help yourselves whenever you can at all make it possible to do so, remembering that God Himself helps that class of people, and don't try to have unnecessary laws made, for you ought to and can be engaged in better and more profitable business.

The Brotherhood of Railway Conductors is on the best of terms with all of the other protective organizations in the country. It advocates conservatism in all things, will always be fair, open and upright in all its dealings and only asks that it be met with the same spirit of fairness. It is federated with the Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Trainmen and the Switchmen's Mutual Aid Association, and represents a compact organization of nearly 50,000 men, the strongest combination of railroad men in the world, and is working under the laws of a Supreme Council, which consists of three executive officers of each of the organizations named, making twelve in all, who when they are met with a spirit of fairness, will never fail to amicably adjust any and all differences between employees and officials and strikes cannot occur. This being the case and since nearly all officials, strictly speaking, employees, would it not be best for them, best for their interests generally, to encourage organization and general federation on the part of the men subject to them? All subordinate officials will in time, I am sure, agree that men can be best handled when they are in condition to handle themselves and through their laws handle each other.

Nothing transpired to mar the harmony of the meeting. It was everything that could be desired, and the Second Annual Convention of the Brotherhood of Railway Conductors was an assured success from the start.

When the convention met for business, Grand Chief Howard submitted his annual report, as follows:

To the International Brotherhood of Railway Conductors:

OFFICERS AND BROTHERS:—Our second annual convention is upon us, and much work is before us, and at the outset I wish to enjoin the utmost economy on all. Our Constitution and By-Laws, our rituals and our installation books, must all be overhauled, corrected and improved. Would suggest that some regular voting sign be established and that we do away with the old "aye" and "nay" manner of voting. A change of headquarters must be established to some point more central than Los Angeles. Grand Officers are to be elected, and in choosing them I hope you will not be influenced by anything of a personal character in the premises, but select men of good moral character, with the highest ability in our Brotherhood. The B. of R. C. is no longer an infant, and energetic men with steady nerves and clear heads must lead us through the coming year. Make no mistakes in your choice. Two members of our Executive Board must live in close proximity to headquarters, that they may be readily summoned when necessary. This is a matter of great importance. Page 33 of our constitution and by-laws, provides that the Grand Secretary and Treasurer shall be Chief Executive Officer of the benefit fund. Yet all policies are signed by the Grand Chief Conductor. I think that under existing circumstances the Grand Chief Conductor should not be required to sign these policies, but that they should be signed by Grand Secretary and Treasurer only. All of our work should be reduced to the utmost simplicity, that none may have occasion to misunderstand or fail to comprehend. The opposition to our Brotherhood in certain quarters renders it absolutely necessary that our line for eligibility to membership be drawn closely as possible to our favor. All unwritten work possible should be restored to written work. We are on the very best of terms with all of the labor protective organizations of the country. The majority of our successes for the past year was brought about through Eugene V. Debe, the Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen, and editor of the *Firemen's Magazine*, that fearless champion of the rights of organized labor under any and all circumstances. He has ever been ready to assist us in every way in his power, and his advice has proven invaluable to us, and to-day we haven't a better friend in the world, and are proud of his friendship.

and only wish we had more friends true as he is, and has been to our cause. Our Brotherhood is federated with the Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Trainmen, and the Switchmen's Mutual Aid Association, and we represent forty-seven thousand men, all working shoulder to shoulder, each for all and all for each. We are now subject to the laws of a Supreme Council, and a supply of the Constitution and By-Laws of this Council will be furnished to all delegates at our Toledo Convention. These laws, as well as the laws of our Brotherhood, must be complied with, and when complied with, hot-headed strikes cannot occur, and we will never fail to obtain justice. Eighteen months since very little respect was shown for us, but affairs and sentiments have changed wonderfully, for now we mention as friends to organization and the cause of labor, such men as Col. Bennett H. Young, ex-President of the L. N. A. & C. Ry., the K. & I. Bridge Co., and Louisville Southern Railway; Eugene Zimmerman, President of the Dayton, Fort Wayne & Chicago Railway, and C. H. Chappell, General Manager of the Chicago & Alton Railroad, all of whom have openly expressed themselves favorably in the premises, and within the past sixty days. Our Brotherhood is being built upon the proper kind of a foundation, and is a pronounced success already. Of course its future strides depend upon the assiduity of its members, and in the end the Brotherhood of Railway Conductors will be just exactly what we have made it, nothing more. Remember this, and can its mark be placed too high for us? We have had thirteen issues in the past sixteen months, and in the settlement of all we were successful. Can any other organization produce such a record? And in the past ten months our membership has increased nearly 100 per cent. Should we not feel proud of this? Within the past six months I have had the pleasure of meeting with T. V. Powderly, Grand Master Workman of the Knights of Labor, and Samuel Gompers, President of the American Federation of Labor, and both of these gentlemen expressed the warmest of feelings for the success of our Brotherhood. A continued pressure of business has prevented my being at headquarters for more than a year, and I cannot give you the information I should like to concerning the general affairs of our Brotherhood, but our Grand Secretary and Treasurer, and Assistant Grand Chief, will no doubt prove equal to the occasion, and thoroughly enlighten us. Besides writing for the *Gazette*, adjusting grievances, and attending to the correspondence of your Grand Chief, I have during the year organized fifteen divisions, attended four meetings of the Supreme Council, and eight union meetings, and did my best on each occasion to promote the interests of our Brotherhood. Our growth during the past four months has been seriously retarded by members of our Brotherhood forming alliances with individuals not members of any organization, and with others though identified with organizations, could obtain no support or backing from the same. It is wrong, hurtful, and not necessary to do this, and I hope that in future our members will steer clear of all local or system federation. It is absolutely necessary that each and every member of our Brotherhood should take and read our official organ, and thus keep posted. Knowledge is power, and we should endeavor to improve ourselves with every opportunity we can make. In conclusion, I assure you that nothing of a "gag law" will ever be used or tolerated by me, but each delegate shall have a fair and impartial show and hearing; and all must attend regularly and punctually, and manifest an active interest at each of our sittings, and if any shall fail to do this I will positively report them to their divisions for dereliction of duty. We are now assembled for work, and I want one and all to be brotherly in your acts and intercourse with each other. Be consistent and courteous in debate, and let absolute fairness govern every move and act. And again assuring you that with the proper effort on our part, the Brotherhood of Railway Conductors can be made the leading conductors' fraternity of this country, I am, for P., S. and I., fraternally yours, always,

G. W. HOWARD, G. C. C.

As an evidence of the spirit of the Broth-

erhood, that it has come to stay and to do efficient work, Assistant Grand Chief W. J. Martin, makes the following announcement:

We have purchased the *Railway Service Gazette* and I would ask you all to do all in your power to advance the interests of that paper both in the way of communications and an increased circulation. Remember in working for your official organ you are working for yourselves, as it is our property now, and it's success is our gain. Direct all correspondence to 139 Huron street, Toledo, O., and don't forget the place.

In closing this notice of the second annual Convention of the International Brotherhood of Railway Conductors, the *Locomotive Firemen's Magazine*, that has watched the splendid growth of the Order with ever increasing pride and satisfaction, now, as from the first, wishes it God speed in every good work.

The addresses of Geo. W. Howard, G. C. C. of the International Brotherhood of Railway Conductors; D. J. Carr, G. S. & T., and J. W. Martin, A. G. C. C., for the ensuing year, will be at 139 Huron Street, Toledo, O.

THE GRAND CHIEF.

Col. Geo. W. Howard, Grand Chief Conductor of the International Brotherhood, is emphatically the leader and presiding genius of the Order. Perhaps no chief officer of any sort of an association, ever held, in a greater degree, the confidence and esteem of the rank and file of membership. Under his administration the Brotherhood has grown more rapidly than any other railway association in the world. His devotion to the true interests of railway employees, stands out so conspicuously in his whole life, that none can question it. Under his administration the career of the Brotherhood has been one of brilliant success. Energy, firmness, justice, moderation and prudence are the striking elements of Col. Howard's character. Under his leadership, every request of the Brotherhood for better pay and better treatment of railway employees, has been promptly granted.

Col. Howard is a remarkable man. He has served in all positions in railway employ, from sectionman to that of general manager. When the Brotherhood was first organized, he resigned a five thousand dollar office, as the General Manager of a California road, to become the chief officer of the Brotherhood, without pay, and to work as hard as ever man worked in this world. He is the Vice President of the Supreme Council of Federated Railway Employees, and lately, when the eyes of the whole people of this country were turned upon Terre Haute, Ind., those who knew him best, had full faith that the judgment of this man of iron nerve, could be relied upon. The Supreme Council represents about 50,000 railway employees, and it is to-day the dominating power of the whole railway service. Its power will steadily increase while it is impressed by the justice, moderation and prudence of such men as Geo. W. Howard.

Col. Howard was a gallant soldier during the late war, and his record is unsurpassed. He is a member of the Grand Army of the Republic and will, this week, meet many of his old comrades, while the army of the Cumberland is in the city.—*Toledo Blade*.

D. J. CARR, G. S. AND T.

The genial and able Chief Secretary and Treasurer is a Pennsylvanian by birth, and started his successful career as a railroader with the Baltimore & Ohio, in 1872. He went west and settled in St. Louis, and from there went to San Francisco. He was elected Grand Secretary and Treasurer of the Order at the first annual meeting held in Los Angeles in 1888, and it is to his zeal and careful attention to business that is due, in a great measure, the success of the Order. He will undoubtedly be re-elected to the office that he has filled with honor to himself and benefit to the Association. Mrs. Carr accompanies him and says she likes Toledo immensely.—*Toledo Blade*.

HOWARD ON STRIKES.

The International Brotherhood of Railway Conductors is said to be highly esteemed by railway officials everywhere. It is essentially a protective organization, and the strike is the great weapon of defense. Chief Howard, when asked by a reporter whether the Brotherhood can be called a striking organization, said: "Yes, sir; decidedly so. But the strike is only the last extremity, and is used only when conductors are subjected to rank injustice, and when there is no possible alternative. Mere grievances will never cause a conductor's strike."—*Toledo Commercial*.

W. J. MARTIN, A. G. C. C.

There is a great deal of curiosity among our people generally to meet and shake hands with W. J. Martin of Temple, Tex. He is the level headed fellow who recently secured an almost world-wide reputation for the way he handled a difficulty on the Santa Fe road. It was a place where great tact and shrewdness were required, and Mr. Martin was equal to the emergency. He managed the affairs so well that all hands were well pleased with the result. The employes, however, are dancing with delight for it works a difference in their favor of millions of dollars annually. The conductors share in this rise and now everybody wants to see Martin and have him explain how he did it so that they can try it on somewhere themselves.—*Toledo News*.

COMPLIMENTARY.

At the annual convention of the Switchmen's Mutual Aid Association, held in the city of Buffalo, in September, the following resolution was unanimously adopted:

WHEREAS, The Brotherhood of Locomotive Firemen, in convention assembled, have carefully reviewed the work done by the Supreme Council of the Federated Orders of Railway Employes during the past sixteen months, unanimously endorsing the same and have now officially recognized, accepted and ratified the constitution of National Federation, therefore be it

Resolved, That the Switchmen's Mutual Aid Association, through its Delegates in convention, take this method of publicly expressing to the Brotherhood of Firemen our due appreciation of the justice, wisdom and fraternity which has ever characterized the history of their Brotherhood. In again clasping hands with the Firemen, we do so with full hearts, realizing and acknowledging the obligation which has been put upon us by this their last act of glorious fraternity. The Switchmen have had some bitter experiences, but never one drop of bitterness has been added to our cup by the Brotherhood of Locomotive Firemen. They have watched our struggle with the interest of brothers, aiding us here and there by friendly counsel and advice, and have not hesitated to take up the fight in our behalf. That we have rendered our full share of sacrifice and labor to the general movement, onward and upward, is true; and nobly has the Brotherhood recognized and acknowledged our contributions to the general cause and our worthiness to stand by their side. May the grand march of mutual justice continue until the railway labor organizations meet in fraternal affection on common ground, and the errors of the past be dissipated by the rays of the rising sun of National Federation.

(Signed)

L. J. WALTERS,

E. J. REILEY,

R. B. BLACKALL.

Committee on Resolutions.

To say that the Brotherhood of Locomotive Firemen reciprocates the generous sentiments expressed in the foregoing resolution, scarcely does the subject justice.

That the B. of L. F. has been from the first the ardent friend of the S. M. A. A. is a matter of record, and this *Magazine*, with such ability as it could command, has voiced

the sentiments of the Order of which it is the official organ.

We have recognized the fact that the S. M. A. A. has been from the date of its organization an earnest, courageous and indefatigable co-worker in the cause of justice to railroad employes.

With prescient penetration it saw the wisdom of federation and gave to the movement its unreserved approval and battled for its success. No doubts obscured its vision and no hesitancy marked its deliberations, and such dauntless devotion to a cause which sought the welfare of men in the railroad train service has been productive of the most satisfactory results.

That such an order should send generous words of recognition to the B. of L. F. is something more and better than an ordinary compliment. It touches principles and policy which enthrone new ideas of protection in harmony not only with the welfare of workers, but of corporations—principles and policy which are destined to prevail, if railroad employes are to maintain their rights and secure justice when those rights are in peril.

The resolution breathes the essential spirit of fraternity between the four great orders now represented in the federated body, a body that makes no unrighteous demands, that avows no anarchical ultimatums, but is ambitious only to secure right and justice by means all honorable men approve.

We reproduce the resolution in the *Magazine* not only for the purpose of permitting us to say how much we appreciate its generous words, but that the membership of our Order may know the high esteem which the S. M. A. A. entertains for the B. of L. F. and to express the conviction that the bonds of fellowship will continue to strengthen as the years come and go.

MEMBERS will take notice that the "Personal" column which has hitherto been a feature of the *Magazine*, was abolished by the late convention, and it was also ordered that no communication pertaining to balls, picnics or other entertainments or any other matters of purely local interest be hereafter published, and this will account for the absence of a considerable quantity of literature we have received of the kind above indicated. The purpose is to make the *Magazine*, as it should be, a publication of character, standing and influence, and to eliminate from its columns anything and everything calculated to detract from its merits or lessen its usefulness.

THE cigar makers believe in having a surplus. According to the last financial report for 1889, the union had on hand December 31st, \$285,136, and expended during the year \$246,262.

THE S. M. A. A.

The Fifth Annual Convention of the Switchmen's Mutual Aid Association, at Buffalo, N. Y.—The Opening Meeting at Music Hall.

ADDRESSES BY PROMINENT CITIZENS—ANNUAL ADDRESS OF GRAND MASTER FRANK SWEENEY.

The Fifth Annual Convention of the Switchmen's Mutual Aid Association was held in the city of Buffalo, N. Y., commencing September 15th.

The Association had on the 1st of September 121 lodges, and its jurisdiction extends throughout the United States and Canada, and is steadily growing in membership and influence.

The Buffalo Convention was largely attended, and the public exercises at the opening meeting, held in Music Hall, were impressive.

M. J. Moriarity, Esq., called the meeting to order, and made a brief address of welcome, in which he described the purposes of the order, and then introduced

MAYOR BISHOP.

The Mayor was greeted with prolonged cheers, and in response said:

It is a distinguished privilege to welcome to this city the representatives of the Switchmen's Mutual Aid Association of North America. The railroad men of this country occupy an exceedingly important place in it. This is so whether we regard the nature and extent of the business in which they are engaged or the character of the men who are in the business. From the highest to the lowest, every man in the railroad business owes important obligations not only to his employers, but to the public as well. The railroad system of this country is a wonderful network of complicated machinery, and unless every part of it is watched and managed with fidelity and skilled men, the injury which may result is serious and often appalling.

Moreover, the increasing demands of the people and the progress of inventions and science, require each year more fidelity, more experience and more skill on the part of the railroad men. I am glad to be able to say that the men themselves have nobly responded to the ever increasing demands made upon them. This fact is shown by the small number of railroad calamities resulting from the acts and omissions of incompetent employees. This fact is also shown by the sobriety, the industry, and the manly conduct which conspicuously and generally characterize the railroad men of this country. This fact is also shown by the extent and the character of organizations among railroad men. The employees of railroad companies have become organized into numberless mutual aid associations like your own. All these have in view the same general objects—the steady employment at good wages of their members, the improvement of members by education, and the inculcation of temperance, frugality and good morals; the assistance of all who are in need of help, and the care and maintenance of the families of disabled and deceased members. These, gentlemen, are some of the objects of your association. They are certainly worthy objects, and you may justly be proud to belong to such an organization. The city of Buffalo through me extends to you a most sincere and hearty welcome. Your meeting here will, I hope, be satisfactory to you and the men you represent. I am certain you will find here many who will regard it as a privilege to do you favors, and I feel confident in predicting that your stay will be both pleasant and profitable.

At the close of the Mayor's remarks, the Chairman introduced

HON. WM. F. SHEEHAN,

who was enthusiastically greeted by the audience. He spoke as follows:

As a citizen of this State I join in greeting the delegates of the Switchmen's Mutual Aid Association of North America, and trust your organization may live and prosper as long as workmen have wrongs to redress or rights to maintain.

You have combined not only for self-protection and membership beneficiary, but also for the laudable object of elevating and maintaining the standard of American labor. It is your duty to organize for protection and advancement, and you should have the power, within just and reasonable laws, to assert your rights. Defiance of law and the destruction of human life and property should not, and does not, meet with approval at the hands of intelligent, honorable laboring men, and no man who has the interest of labor at heart will perpetrate or countenance such outrages. You have a right to combine that wages may be increased. You have a right to combine that hours of labor may not be made unbearable. You have a right to combine that members of labor organizations may not be discriminated against. You have the right to combine that legislators may be compelled to enact laws that will protect you in your rights. No people can be happy or prosperous where labor is degraded. To the intelligence, integrity, and ambition of our skilled and common laborers is the marvelous prosperity of our own country due. From their ranks have sprung the greatest and most useful of her public servants. It has been our proud boast that, under our magnificent form of government, the avenues of advancement are open to all alike; that the road to honor is as open for the poor man's son as for the rich man's heir. With honesty, intelligence and industry, the bright star of fame is no farther removed from the reach of the mechanic and the laborer than from the dwellers in palatial homes. Upon the brightest pages of our country's history is to be found the work of men who sprang from humble parentage like yours and mine.

In our age, all public movements are the result of aggregated power. The citizen is weak, compared to the aggregated strength of a mighty corporation or a political aggregation. Men having common interests combine in business, politically and socially, for their advancement.

Laborers have a right—nay, more, it is their duty, for the public good demands it, to combine that labor may not be degraded; that in the greedy struggle for gain the rights of the laborer, on whom so much depends, be not ignored, and that he may have his share in the comforts and enjoyments secured by advancing intelligence and civilization.

In every State in this Union a law should be enacted that will give to employees, or their representatives, a right of action for injuries or death (as the case may be) occasioned to them by the want of proper care and diligence upon the part of the employer, except when the negligence or carelessness of the employee contributes to the injury. It is wrong in principle, and contrary to advanced human thought, to say that a passenger on a railroad train who is injured through the negligence or want of skill of an engineer or conductor, can recover all damages sustained by him, but that the brakeman, or fireman, or switchman who is injured at the same time and place, and under the same circumstances, and who is free from contributory negligence, cannot recover because he is a co-employee of the person who causes the injury.

The courts have been compelled to adopt the rule of the common law on this question, in the absence of statutory law to the contrary. This ancient common law rule was first enforced at a time when employees in a common enterprise were thrown in close contact with each other, long before the development of the great enterprises of this age, and when railroads and mechanical science as they exist to-day were unheard of.

I say this rule is too narrow for the present age; it has not kept pace with the growth of science and the development of great enterprises. It is utterly absurd to impute to a brakeman on a train knowl-

edge of the capacity or fitness of a train dispatcher, and to imply that on entering service he is chargeable with knowledge of such fitness or qualifications, when the probabilities are that the train dispatcher is not even known to him personally or by reputation. The exigencies of the present age require the expansion of this rule. The employer has the opportunity and the ability to judge of the qualifications of men engaged in the various departments of his service, while the employé has not, and a statute should be enacted speedily which should change the present law in this respect, and which would at least give an employé injured in one department of the business of a public corporation a right of action against the employer, by reason of the unfitness, unskillfulness, incompetency or negligence of the employés in other departments of the same service.

Differences between public corporations like railroad and steamboat companies and their employés concern the general public, and the State by appropriate legislation should proceed at once to enact laws to prevent these differences, if possible, or to work a speedy settlement of them when they arise.

Your organization has wisely adopted as one of its cardinal principles the theory and practice of arbitration, and in this you should be sustained by all honorable men, and in all well-directed efforts to elevate and dignify labor you are entitled to, and will receive, general public support.

I trust your deliberations and proceedings may be harmonious, and that your conclusions may prove not only beneficial to your organization, but highly advantageous to the cause of labor generally.

To your local organizations and to their executive officers I return my thanks for giving me the opportunity to be present at your opening exercises, and trust the visiting representatives may carry to their respective homes pleasant recollections of our city and its citizens.

Following Mr. Sheehan, the chairman presented to the audience

GRAND MASTER FRANK SWEENEY,

who was received by the audience in a way that must have been very satisfactory to the courageous Grand Master. When the applause had subsided Bro. Sweeney delivered his annual address as follows:

We are assembled here on this occasion to transact the business of the fifth annual convention of the Switchmen's Mutual Aid Association and likewise to celebrate the fifth anniversary of its birth. It is an event of unusual importance to our order. We have reached a stage in the development of the organization where those who are entrusted with the management of its affairs, and legislation in its interest, feel upon themselves the responsibility, in a large measure, for the happiness and welfare of many thousands of individuals and homes, humble though they be, but none the less in importance to the commonwealth or less dear to their members. I am conscious that this gathering appreciates to some degree the import of the occasion, and am glad that they have added the dignity and encouragement of their presence to this assembly.

Our existence as an organization needs scarcely any explanation in these days of universal and close organization. It is the outcome of wisdom garnered in the book of experience and born of the desire to promote the welfare of honest, hard working men. Whatever tends to advance their condition is well worthy of the best efforts of the noblest and ablest of men, for on their prosperity more than on that of those who live in plenty depends the well-being of the nation. They have their place in the machinery of the world, and though each one may be but a cog on a little wheel in this vast machine, yet if that cog is not kept clean and well supplied with oil the whole machine may become useless and its stoppage may spread misery far and wide. Our efforts to bind together consciously those whom nature and the laws of social development have subjected to the same process, sufferings or pleasures have hitherto been crowned with success to such a degree that even the most sanguine hopes have been left behind. To

apologize for the existence of organization in the present days is not only superfluous but a gratuitous insult to the intelligence of all observers of passing events.

There are none who require the benefits of organization more than the switchmen. The switchmen are recognized as the fountain heads of the railroad service. On them rests the responsibility of speedily executing the work in the switch yards of the railroads in order that the traffic of the country may be carried on with that despatch which modern civilization requires and modern means of conveyance render possible. Beneath the burning ray of the summer sun or amid the storms of winter these men pursue a calling that is attended with constant danger to life and limb, making their every day a feat of heroism and courage unequalled in any other avocation, while their employers are safely sheltered from the elements in their offices or homes and rarely subject to the perils of the railroaders' life. It is used to be believed that the sailor must be brave and a certain halo of romance has been thrown about his calling by tradition. But sailing has been made safer by science until to-day it is by no means among the most dangerous pursuits, while the advance of science has created new means of conveyance and thereby conjured up new dangers for those who have the responsibility of carrying the commerce of the world. In consideration for our hazardous occupation and the amount of work we are expected to perform we ask of our employers nothing but justice and equity do not countenance. It is not unreasonable to ask a fair day's pay for a fair day's work, or to demand a little rest from exhaustive labors to enable us to get acquainted with our families. Yet there are railroad officials on record refusing faithful and trustworthy employes who have grown gray in the service of the company, even a hearing if complaints are made that should call for an investigation.

It is the prime aim and object of the Switchmen's Mutual Aid Association to alleviate the distress of those only too numerous unfortunates who have become incapacitated from work at their trade by one of those accidents which are so common among our craft. The Association gives them a snug little sum of money that will enable them to engage in other pursuits and help them over the immediate evils of their misfortune. Five years of constant application have been devoted to this work. How far this mission of mercy has been fulfilled the records of the Association will bear witness. That it has carried out this prime object and relieved untold distress can be proven by the thousands upon thousands of dollars paid out of our treasury for death and total disability claims to widows and orphans of our unfortunate brothers as well as for assistance to the brothers themselves.

Our Association is yet in its infancy in this locality. Let me say to you who may not yet belong to the organization that wherever we have planted our banner of Benevolence, Hope and Protection, wonderful changes have been wrought. We discipline intemperate men. We enable the men to do more work with less friction among themselves and with their employers than ever before.

As to strikes, I desire to be explicit in order that our position may be fully understood. It is erroneous to suppose that labor organizations are in favor of strikes, or foment trouble. The very reverse is true. The better organized a trade is the less trouble do the employers experience with their employes. For the benefit of those among you who do not owe allegiance to the Switchmen's Mutual Aid Association, as well as the members themselves, it may be permitted to discuss this question at some length.

In the first place no strike can be ordered by our lodge in our organization without first obtaining the sanction of the highest officer of the Association. If a grievance exists on any railroad our laws require that a committee must endeavor to have a conference with the officials of the road and use every honorable effort to bring about an amicable adjustment of the question. Failing in this effort we must call in the Grand Master of the Association to whom the grievance must be submitted and who will endeavor once more to induce the officials to

come to an understanding on a peaceable basis. If this effort also fails, then is the time to bring up the question of striking. The local lodge will not have the backing of the Association unless the Grand Master sanctions the strike, and the latter is supposed to be impartial enough, and so far above local prejudices that he will not give his sanction to a strike unless the grievance is of sufficient gravity to warrant such a radical measure. It is my experience that wherever the officials will meet and treat with the men there has never been any necessity for a resort to extreme measures; and whenever radical measures are taken you may be sure that it is because the respective railroad officials refuse to give the complaints of the men proper consideration. I say advisedly that it is a refusal to even consider the grievance which in most cases leads to trouble, not a refusal to grant whatever may be asked. The men are not without common sense. It is easy to negotiate with their representatives, but a refusal to treat with them, amounting to a denial of their right to present a complaint or desire, savors too much of oriental despotism to be meekly borne by Americans, though they be but mechanics and laborers. I never yet knew of a workman who wanted to strike unless he was driven to it by absolute necessity.

There have been some strikes which do not answer this description. They may be attributed to errors of judgment in the selection of men to manage the common affairs of the craft. Strikes have taken place because the laboring men have been so unfortunate as to have an executive head to their local organizations who was indiscreet, injudicious or impatient in the management of matters affecting the condition of members of the order. As a general rule it may be set down that strikes of this sort are inaugurated by men in no wise connected with our organization or with organized labor in any form, but who by their example and appeals to the sympathy of their fellow-workers succeed in drawing them into their own troubles. These men do not understand the principles of organized labor, and, above all, are not acquainted with the laws established by our Association for the express purpose of preventing strikes as far as practicable and compatible with self respect. Men outside of labor organizations are lacking in that training which nothing but affiliation with labor unions can give: they do not look upon matters in that broader view which the consciousness of fellowship with our brothers gives to us; they are wrapt up in their own little troubles and do not consider consequences to others, nor, for that matter, any too carefully the consequences to themselves. They have no regular leaders. Everything is done on the spur of the moment. Members of our association should not fall into these errors but oppose their trainings as union men to the passion of others, and, if they cannot hold them in line, should refuse to be governed by their example or advice.

I have said that I will not offer any apology for the existence of the Switchmen's Mutual Aid Association. With trusts and gigantic corporations all around us and continually growing who dare say that labor should not combine? How rare are the cases where labor organizations have entered on a conflict with capital and have not enjoyed the sympathy of the public? But I would like to call the attention of railroad officials to the fact that they make a mistake in opposing labor organizations, because they derive as much benefit from them as do the laboring men themselves, provided the organizations are judiciously managed. It is easier to deal with a railroad president than with all the stockholders. Do not the managers see, while all the world is running toward combination and simplicity of management, that it is easier for them to deal with an executive head of a body of men than with all the men? It saves time and trouble, affords a better opportunity to equalize wages and avoid jealousy, removes causes of dissatisfaction and secures better service from the employees. Many railroad managers fully understand this and assist rather than oppose labor organizations. Those who still oppose them display thereby a lamentable lack of foresight. They insist on "running their own business," as the phrase goes. The most far-sighted business man, if he sees nothing but business, is the most short sighted of men. There are forces and con-

siderations above business, which, if not taken into account, will render all his calculations nugatory. The time is fast approaching when they will learn that they are as much interested in the success of labor organizations as are the laboring men themselves. Notwithstanding the strong opposition that has been made to the advancement of organized labor and the despotic attitude of some men high in official position, labor organizations are to-day stronger and more effective and better disciplined than at any previous time. Labor is better united, the organizations more compact, a closer understanding exists between individual men and organizations than ever before, and the onward march of organized labor is irresistible. Workingmen are becoming better educated in understanding their position. It is characteristic of the American workmen to learn fast and he has made remarkable progress in the last few years in arriving at a realization of his position.

I cannot but regret the folly of the attitude of those egotistical railroad officials who think they are stronger than the economic forces which are bringing about these results, or see in passing events the works of men instead of the results of laws as immutable as the great laws of physical nature. These men are smaller than pigmies and surrounded by their small interests to such an extent that they do not see the shadow of coming events beyond their narrow business circles. The development of these social forces will take no notice of them but proceed to the working out of their objects over the heads of the astonished would-be dictators. These men refuse to meet the representatives of labor organization and virtually, sometimes even in so many words, deny the right of men to organize. Have not we the same right to organize as they, and is not necessity stronger on our side than on theirs? They could live without organization. We would be degraded below a stage compatible with human dignity were it not for our organizations. The officers of labor organizations represent their constituents as properly as the officials of a company represent the stockholders. As a rule representatives of labor are able and willing to exercise proper judgment and consideration in any controversy when acting as mediators between the company and its employees, and they will consider the interests of the corporation with perfect fairness. Their mission in such cases is for peace and harmony and they are entitled to the sympathy of the public. If railroads would recognize the labor organizations more than they do, and complain to the heads in case local and subordinate officers exceed their authority and act injudiciously, there would be less trouble. Some of our best railroads have been ruined by the neglect of this consideration. If a local and subordinate officer of the Association creates trouble let the manager notify the chief executive of the organization, and in most cases the trouble will be investigated and the mischief makers suppressed.

Railroad officials often are afraid of humiliating themselves by recognizing labor organizations. They believe their methods are absolutely correct or that no one has any right to interfere with them. It is the same error to which I have already invited your attention. They ignore the working of superior forces. The laboring men under the whip of necessity have learned to understand these forces, at least to a certain extent. Hence they form themselves into organizations national in extent.

This brings me to the subject of Federation.

The Switchmen's Mutual Aid Association is now affiliated with three other organizations of railway employees constituting a body of national scope under the name of United Orders of Railway Employees. The importance of this lies in the fact that this body meets to deliberate upon matters affecting any one organization embraced in it. The terms on which the various organizations have come together are such as to secure to each organization full and perfect control of its own affairs, yet binds them all closely enough to give to each the entire strength of the others. Each organization preserves full autonomy, but is joined in an offensive and defensive alliance with allies upon equal terms and losing none of its distinctive features as a trades-union. It is a practical combination of the trades-union principle

with that of the community of interests of all the fraternity.

Attacks have been made upon this federation both by capitalists and by men belonging to other labor organizations. It was claimed that such a body could not be judiciously managed and would result in disaster to the federated organizations. It was again the purely "business" principle of minding one's own business and ignoring the tendency of the social forces in the direction of combination.

This body has been in existence since June 6, 1889, and up to this time it has considered some subjects of vast importance. In every instance it has pursued a course of equity and justice and did what was thought best for the interests of organized labor.

I wish to be set down as a trades-unionist. I believe in the perfect organization of each trade by itself. But beyond that I see that it is necessary for all working people to combine, not in one promiscuous body but by federating upon a basis of independence and equality, first all allied trades and ultimately, if it may be permitted to look so far into the future, all labor organizations embracing all trades. This federation of the great railway brotherhoods and associations is perfectly in line with that idea and has up to the present time never overstepped the boundaries which the above principle and its constitution prescribe. From this body emanates good counsel to be scattered among the members of the various organizations. Circulars containing valuable instruction and information have been issued to the subordinate lodges, not urging men to do anything wrong or rash, but on the contrary counseling and reasoning with them in the line of conservative action. The object of the Supreme Council of the federation is to prevent strikes, not to precipitate them, that we may command the respect and confidence of all lovers of justice and fair play, elevate the standard of the condition of the working people, in our line especially, and teach them their duty to society and to themselves. All grievances, before a strike can be entered on, must be referred to this Supreme Council for consideration and action and that body will exert all possible honorable means to bring about a peaceable settlement of the difficulty before any radical measures are taken.

As an illustration of the workings of this Supreme Council and the influence and wisdom and calmness that govern its decisions, let me call your attention to the recent meeting at Terre Haute, Ind. There was a strike on the New York Central Railroad. Reports had been sent all over the country that the entire Vanderbilt system would be drawn into the trouble. The anxiety was increased when some trouble of our own caused the Grand Master of the Switchmen's Mutual Aid Association to depart to the scene of the trouble. Public apprehension, excited by reports sent out by persons who were ignorant of the form and purpose of our federation, grew almost to a panic when the grand officers of the federated railway organizations went to New York in response to an urgent invitation from the leaders of the strikers. Most people expected a general strike and at many places business was practically suspended. Amidst all this excitement and under the influence of the pressure of universal sympathy with the men who were fighting their right to organize, the Supreme Council met. The members were calm and deliberated slowly and carefully. The result is known. All fears were set at rest and the public saw that the railroad employes were not anxious to foment trouble, but on the contrary endeavored, as they always will, to preserve the peace not only in abstaining from infractions of the law but by avoiding any interference with the industry and commerce of the country.

To my mind it is only a question of time when all railway employes will be federated in one great body. It is idle for individuals to oppose this consummation. They may delay the formal act of federation, but the sentiment is growing in spite of all, fanned and fostered by the irresistible march of events.

In the mean time let us all do our part to advance the common interest of laboring people and of our common country. Let us work when our efforts will

be most telling. Let us complete the organization of our trade so that it may truly and perfectly represent and embrace it in its entirety. Let us practice and extend the principle of brotherly love which our organization is founded and which is at the bottom of every good action. As the welfare of the whole is made up of the welfare of its parts, so the well being of our country depends upon that of its people, the common people in particular. We can serve our country no better than by endeavoring to elevate the standard of the working people. Let us begin at home and give our best efforts to the building up of the Switchmen's Mutual Aid Association.

Following the Grand Master's address a number of letters and telegrams were read from a number of gentlemen prominent in the organization of railroad employes.

The business of the Convention was of more than ordinary importance, and the sessions were distinguished for harmony.

The Convention adjourned September 23 and the next convention will be held in Philadelphia. The election of officers resulted as follows: Grand Master, Frank Sweeney, Chicago; Vice Grand Master, John Downey, Chicago; Grand Organizer and Instructor, M. W. Barrett, Kansas City; Editor and Manager of the *Journal*, John A. Hall, Chicago; Board of Directors, W. R. Davidson, Joliet, Ill.; John E. Wilson, La crosse, Wis.; George A. Low, Chicago.

The editor of the *Magazine* takes this occasion to acknowledge a cordial invitation from Brothers Sweeney, G. M., and Grand Secretary Simsrott, to attend the reception given September 15th, and but for the San Francisco Convention he would have taken great pleasure in making one of an audience to greet the delegates representing a brotherhood whose intelligence and courage has won the admiration of railroad employes. The staff of officers at the head of the S. M. A. A. is ample guarantee that the Order is to realize in full measure every expectation of its best friends.

WILLIAM T. FIELD.

Brother Wm. T. Field is a Brotherhood Fireman, a member of Custer Lodge No. 191, Livingston, Montana, an old time member of the Order, who is a candidate for Congress in the Livingston district, nominated by the Independent Labor party of that state. The nomination is a splendid compliment to Brother Field. It is a recognition of ability and sturdy devotion to the cause of labor, and it is to be hoped that every workman in his district will vote and work for his election.

If Brother Field succeeds, as we hope he will, the Brotherhood of Locomotive Firemen will have a representative on the floor of Congress, the first in its history, and in Brother Field every other labor organization will as certainly have a representative in Congress. We hope to have the great satisfaction of recording Brother Field's election.

THE SAN FRANCISCO CONVENTION.

The Second Biennial and the Fifteenth Convention of the Brotherhood of Locomotive Firemen.—One of the Most Important and Harmonious Conventions that Embellishes the History of the Order.

THE OPENING EXERCISES, MONDAY, SEPTEMBER 8TH, ALL THAT COULD BE DESIRED, AND EVERY EXPECTATION MORE THAN SATISFIED.

It was thought at one time that the choice of San Francisco as the place to hold the Second Biennial Convention of the Brotherhood of Locomotive Firemen was a mistake, relating entirely to longitude, geography and topography. It involved the necessity of a trip across the continent for a large majority of the delegates; in some instances three or four thousand miles of travel by rail, climbing to mountain elevations above the clouds and then descending to the valleys below.

But locomotive firemen are at home on the rail, and it matters little to them whether the route lies through cañons or chasms; cuts and fills and curves are all the same to them; they make little account of bridges and tunnels; always serene, and having confidence in the machines and the sturdy men who handle them, they inspire confidence in others and make the coach a temple for hilarity and good fellowship, and the memories of it a joy forever.

As a consequence, all were glad that San Francisco had been selected. The trip was invigorating to mind and body. The scenery, the grandest in the civilized world, has left a thousand pictures of beauty in the minds of those who saw the mountains and the valleys, the verdant slopes and wide spreading plains, and at last, the Golden Gate and the ocean beyond,

Dark, heaving, boundless, endless and sublime. The image of eternity—the throne of the invisible.

It is not surprising, therefore, that the delegates were pleased and that the wives of many of them who made the voyage were still more delighted.

Of the four hundred and thirty lodges of the Order entitled to representation, three hundred and sixty were represented by delegates *in propria persona*, all things considered, a large representation.

The opening exercises were held Monday afternoon September 8th, in the Bijou Theater, a splendid structure, which was filled—packed—with as fine an audience as ever smiled upon an organization of workingmen, or applauded sentiments in harmony with their rights and the welfare of society.

The arrangements for the meeting had been committed to a committee, and nothing had been omitted calculated to insure success, and while each man earned and received high commendation, too much praise cannot be bestowed upon Brother T. J.

Roberts, who was chairman of the committee, for the tact and judgment displayed and the ceaseless vigilance which distinguished his work throughout the time the convention was in session.

Brother J. H. Neven, of Perseverance Lodge, No. 98, presided at the meeting and gracefully introduced the speakers.

Prof. Yanke's orchestra rendered delightful music throughout the entire programme.

The exercises were opened with a brief prayer by the Rev. W. W. Case, after which the chairman introduced His Honor, Mayor E. B. Pond, who delivered a cordial address of welcome which was enthusiastically received by the audience.

His Excellency, Governor R. W. Waterman, next welcomed the delegates on behalf of the state. He said that the people of California were honored by their presence and paid a tribute to the high qualities required to follow that calling. Governor Waterman's address was received with marked enthusiasm and applause.

The chairman then introduced F. P. Sargent, Grand Master of the Brotherhood, who was received with cheers that said: "Well done, good and faithful servant."

Bro. Sargent spoke as follows:

MR. CHAIRMAN, LADIES AND GENTLEMEN:

Gathered in this assembly of distinguished men and beautiful women are the representatives of the Brotherhood of Locomotive Firemen, who have journeyed from the rock-bound coast of Maine, where the orb of light first starts on its daily journey, casting its rays alike upon the just and the unjust, the rich and the poor, the man of leisure and the man of toil; from the North, where the sturdy sons of toil wield the axe to fell the forest trees, furnishing the material to construct shelter for the use of man; from the balmy South, where nightingales and orioles mingle their notes with the songs of the cotton pickers and cane gatherers; from the West, where, by energy and thrift, the plains have been populated and the desert caused to bloom with the choicest of nature's productions; the seemingly impassable mountains, penetrated by the ingenuity and perseverance of man, to the Golden Gate, the Mecca of the argonaut, to be received with open arms by the inhabitants of one of the most enterprising, hospitable cities of America—the metropolis of San Francisco. I know I speak the sentiments of the Brotherhood here assembled when I say we are glad, thrice glad, to be the guests of such people as the citizens of the City of the Golden Gate. The welcome of His Excellency, the Governor, has won its way to every heart, and made us almost wish we were his subjects, residents in his domain. [Applause.] His Honor, the Mayor, who has greeted us so warmly upon our entrance into the city, fully conveys to us the true fellowship and kindly feeling of the people with whom we are to sojourn for a few days while performing service in the interests of our constituency, the Brotherhood of Locomotive Firemen, and I am confident that the organization could have selected no better place for the second biennial session of the Grand Body than in the Golden State and within the portals of the Golden Gate.

MAKEUP OF THE ORGANIZATION.

The Brotherhood of Locomotive Firemen is an organization of labor. [Applause.] Its membership is made up of men who earn their bread by the sweat of their brow; honest toilers in God's universe, proud of the vocation they follow; and gentlemen of the city and State, this body you welcome to-day represents this class of men. They have been selected from the rank and file, not for their beauty

(although I believe they will bear inspection and pass with the majority of mankind), [laughter and applause] but for their intelligence and their interest in the redemption of the toilers of the land, in whom every honest man should take an interest. In this day and generation there is no subject that comes more prominently before the people than that of organization. It is an era of organization. Societies are being formed among all classes and nationalities of mankind, but those that receive the most attention, the closest scrutiny, are the labor organizations. Such is the Brotherhood of Locomotive Firemen, and to-day we come before you and the people of California and lay our aims and purposes before you, knowing that the work in which the organization is engaged is one that commands itself to all right minded men. [Applause.]

First organized in 1873, as a benevolent association, to provide means for the support of those of its membership who, through sickness or accident, were in need of aid, and in case of death support for widow and child, mother or sister.

In the year 1885 the Brotherhood became a labor organization, and adopted a protective policy on what is commonly known as a striking platform. Up to that time we had done much good in the way of charity, but it was found the time had arrived when the Locomotive Firemen should protect their rights as workmen; maintain good wages and command fair treatment at the hands of their employers. The Brotherhood adopted laws and regulations providing for the time when the firemen on any system of railroad considered that they were not receiving a fair compensation for their daily toil, that through a committee of their own selection they could go before their officials and make a request for an advance. That if necessary they could call to their aid the executive officers of the organization for counsel and assistance. It also very wisely provided that when all other means failed, and when corporations refused to listen to just grievances and allow a fair compensation for a fair day's work, that the members should have the privilege of withdrawing in a body, or in other words, strike—a weapon without which no organization of labor can successfully perform its functions.

CHANGE OF POLICY.

What has led the Brotherhood of Locomotive Firemen to change its policy and become a protective organization? What causes labor to organize? The total disregard of corporations of the rights of workmen. [Applause.] To be allowed the privilege of being a locomotive fireman in the employ of some railroad corporation was regarded as all the rights a fireman had: that he had no right to set a price upon his labor; that no matter how long and faithfully he might serve a corporation, he had no right to promotion, and if the company saw fit to dismiss him he was not allowed to ask the reason why, and if he did ask, no satisfaction was given him. A master mechanic or a round-house foreman swelled up with his own conceit treated locomotive firemen not as men, but as slaves, and when a fireman dared approach the general manager, where, as a general rule, we now find justice dealt out, he was referred back to this arrogant subordinate and off went his head for having had the moral courage to assert his rights as a free American citizen. This is what caused the Brotherhood to broaden its field of labor and gather up and dispose of some of the abominations that were practiced upon its members. Had the railroad corporations been disposed to pay fair wages [applause] and accord to every man his rights; had master mechanics, superintendents and that all-important round-house foreman [applause] always been just and fair in their treatment of firemen, never discharging a man unless he deserved it; allowing no selfish motive to control them in their decisions, but always keeping in mind the best interests of the men as well as their own, we would be plodding along to-day as a mutual benefit admiration society, lauded and applauded because we did not strike. It has been through our policy of protection that we have maintained our institution.

STRIKES NOT ADVOCATED.

We do not advocate strikes. In our entire history

as an organization we have always endeavored to avoid them. [Applause.] We believe that when locomotive firemen have a just grievance they have a right to go to their employers and make known their complaint and seek redress by a personal appeal through a committee of firemen. We do not believe in making unjust demands, nor do we fail to remember that corporations have certain rights which we as employes are bound to respect; but we aim to bring about by mutual understanding, by arbitration, by a communion between official and employé, a satisfactory settlement of all our grievances and, if possible, to avoid a strike, yet we wish to know that we have striking machinery and when it well oiled. [Prolonged applause.]

Five years have elapsed since the Brotherhood began to look after the wages of its members and protect them when unjustly assailed, reinstate them when discharged without sufficient cause, and draw attention to subordinate officers who take advantage of the little authority vested in them to make an honest man's life almost unbearable.

Look over the country and see the results of organization for protection on the part of the firemen. How many roads have within that time advanced wages from 10 to 15 per cent.? Nearly all the large corporations and many of the smaller ones that have escaped the grasp of some one company which was but one railroad and that one under their control. Look at the large number of written agreements the firemen have to-day with different corporations made with the presidents and general managers; count up those who, through the influence of the Brotherhood, have been reinstated after being dismissed by some important (?) personage, and informed that they could never work for the company again while he was master mechanic, and you will find that the Brotherhood has a record we need not be ashamed of, but of which we can boast, for in all that time we have only used our weapon of warfare once, and on each occasion when supporting our nearest neighbor, the engineer. [Applause.]

Now some railway officials with whom these settlements have been made, will say that they were not dealing with the Brotherhood, that they do not recognize the Brotherhood, but treat with their employes. Most certainly, Mr. Railway Official, we admit that, but if there was no organization of firemen, if there was no Brotherhood, locomotive firemen would knock at your door in vain for admittance, and the pay of firemen would be regulated to suit your views and the men would not be consulted; therefore, I affirm that the Brotherhood is entitled to the credit of bringing about the present condition of things among the firemen. Is every instance where a committee of locomotive firemen, representing the Brotherhood, have been met with a spirit of fairness by the official, they have never failed in effecting a settlement. Sometimes it has been our painful duty to be called to use that little ability we possessed and the authority vested in us, to convince the officer of the justice of the claim of the men, and we believe a little has been accomplished, for it is on record, signed by the president and general manager, as the case might be, but it has always been our aim to ask nothing unfair, to be ready to meet the corporation in a friendly spirit, and, if possible, to obtain what we believe to be just for the men we represent. Yet when we meet a man who is devoid of reason, who will not give his employes what is acknowledged to be fair, then in my official capacity and with all the authority at my command we will wield the weapon of organized labor has provided for its membership—strike, and strike hard. [Great applause and cheers.] If that is wrong, then I have no faith in the ultimate triumph of labor. With the weapon at hand sheathed but not drawn, except when every other measure has failed; with men as counselors and leaders who are rational in their understanding of the rights of labor; with men true to obligation, faithful in the discharge of every duty, sober in their conduct, coming up to the full stature of true manhood, the laboring classes will ultimately gain that recognition at the hands of corporations and employers that will give them good wages, short hours, happy homes and opportunities to lay aside their earnings so that when old age comes they can rest

from their labors and enjoy the blessings of a well spent life of toil.

ADVANCING THE WORKING CLASSES.

Organized labor is to-day doing much to advance the condition of the working classes. But the work has just commenced; [cheers] the brightest minds the country affords are given to the discussion of the labor question; men in all stations of life are interesting themselves in the movement, all of which will ultimately result in a better condition of affairs.

We have often heard predictions made that the organizations of labor would be destroyed. War has been waged against them; men powerful in authority and rich in this world's goods have endeavored to crush them out, and while, perhaps, in a single locality, they may have been able to retard the growth of the organization for a time, it has always risen more powerful than it was before. How about the men who have been the most pronounced foes of organized labor? Gowan has disappeared from the face of the earth by his own hand; Corbin has departed [great applause] to a foreign country to meditate upon his past acts; Stone has left the railroad service, [applause] likewise Morton and others of that stamp, and the organizations they have attempted to crush are gaining in influence and membership every day, and will so continue as long as those in authority honestly carry out the laws that have been adopted for their guidance.

The Brotherhood of Locomotive Firemen as an organization is striving to be a pioneer in every movement that will benefit the countless toilers; neither selfish in its makeup nor aristocratic in its views, it recognizes every honest effort on the part of organized labor. It matters not what occupation a man may follow, whether he be a switchman in the yard, or an engineer on the locomotive, a brakeman on the car, or the conductor in the coach, machinist, or what; if he is an honest man and faithful at his post, he is our brother, and we regard him as such, and have a care for his welfare. Thank God, there is no aristocracy of labor in the makeup of the Brotherhood of Locomotive Firemen. [Applause.] We can take into our lodge rooms the engineer and conductor, switchman and brakeman, and all classes of railway men. A man should never be estimated by the clothes he wears, or the salary he draws. Some men have fine clothes and draw large salaries, yet have not the first principles of manhood, while the poor beggar in the street may have a spotless character, although the child of misfortune and poverty; yet, how often the first is sought after and the latter shunned.

A man with a good moral character, no matter what his circumstances in life may be, should never be excluded from the society of honest men. [Applause.] This is the belief of the Brotherhood, and we aim to practice this virtue as an organization by affiliating with all sister organizations in the labor cause.

During the last two years federation has been effected between the Brotherhood of Conductors, the Brotherhood of Railway Trainmen, the Switchmen's Mutual Aid Association and the Brotherhood of Locomotive Firemen, whereby the several organizations have been brought into close alliance with each other, so much so that when trouble comes to the firemen they will find the members of these organizations their friends and supporters. In the laws governing this alliance we have provided means for the settlement of grievances by joint action, if necessary, when any one organization fails to get justice for its members, going so far as to strike after every honest method of arbitration has failed, and when our cause is just. [Loud applause.]

PROTECTION THE OBJECT SOUGHT.

The purpose of these several organizations is protection, and for that object a closer affiliation we have federated. All we ask at the hands of our employers is a fair day's pay for a fair day's work, our rights as men when we earn them by faithful service, and courteous treatment at the hands of our superior officers. We require a faithful obedience on the part of our members of all rules. We expect that proper discipline shall always be enforced upon all the railways, and we have no desire to retain in service one moment an incompetent man. [Applause.] We wish

sobriety to be the ruling passion of every railway man, and when this state of things exists no railroad official need fear federation or organization. But when men in authority practice injustice upon our membership, then through a proper committee the organization will seek redress; if it fails, federation will step in and expose the cause of those who are unjustly dealt with. I have no forebodings of evil, rather I see a bright future for all workmen. With honest men at the head of organizations and such practical officials in charge of the railways as the gentlemen to whom we, as representatives to this second biennial session are under so many obligations, and one of whom California is proud, one whom every railroad man esteems, Mr. A. N. Towne, [applause] with St. John, Miller, Sloan, Mellen, Haraban, Hallstead, Hewitt, Chappell, Ingalls and others, who regard men in their employ as entitled to a hearing when they call upon them, all differences will be adjusted in an amicable way, peace and harmony will prevail; but if the corporations conceive, bring to light and raise up Corbins, Stones, Gowans, and men of like character, who regard an honest workman as a slave to do their bidding, with no rights but to accept what they offer or quit, then organizations will assert their authority and the strength of federation will be manifested. [Applause.]

I am pleased to be in a position to report at this time that the Brotherhood of Locomotive Firemen is at peace with all the world; we cherish no ill will towards any one; our friends we appreciate and hope by a faithful adherence to those ennobling principles which form the motto, viz: Protection, Charity, Sobriety and Industry, to retain their friendship and grow in their esteem. For our enemies we have the kindest feeling as an organization, and we hope the day will come when the good spirit will so work upon their benighted understandings that they will realize that the Brotherhood is organized for a noble and unselfish purpose—that of elevating mankind.

WORDS OF ADVICE.

My brothers, you who have been selected from so many as delegates to the meeting of the Grand Body, you have a responsible duty to perform. The past record of the organization, with its successes and failures, is before you, and if you can profit thereby, the future, in a large measure, is yours. Let no selfish motive control you in your action, or any personal regard govern you in your deliberation, but the highest sense of duty to the organization and the brothers you represent. Your department while in the city will be closely watched; let no member of this Grand Body forget the dignity of his position, and let us leave behind us such a reputation when we bid farewell to our kind friends at the Golden Gate that they will long for our return. Our brothers of the Brotherhoods of Conductors, Engineers, Trainmen, Switchmen and all organized workmen of whatever body, we appreciate the kind expressions of welcome we have received from you. In the past year we have been thrown in personal contact with Brothers Howard, Wilkinson, Sweeney, [applause] and others of the grand officers who direct the affairs of the several Brotherhoods, and they are all men of integrity and are faithfully serving you and your interests, and while we may not all be in accord as to policy, we are friends, and as the executive of the Brotherhood of Locomotive Firemen, and in behalf of the organization, I bid them God speed in the good work allotted to them. I wish every fireman to encourage every conductor, engineer, brakeman, switchman, and in fact every unorganized workman to become affiliated with the organization that will best promote his interests. What we want is a more thorough organization, and by all taking an interest in each other's welfare, all will be likewise benefited. Above all things, let us live peaceably together, thus making life pleasant for all.

To His Excellency, the Governor, and His Honor, the Mayor, we return our hearty thanks for the cordial greeting we received on our arrival in California. [Applause.] We will endeavor to retain the good will of these distinguished gentlemen by a proper observance of the laws, and not in any manner lay ourselves liable to be called upon to answer before the Bar, but on the other hand, practice the motto of so-

briefly while in the confines of their domain. If by chance, after the close of our session, and after time has elapsed, one of these handsome fellows should return. Your Honor, and ask of you one of the fair ladies of your court, do not hesitate to grant his request, for our experience in past conventions has proven that many come, few are chosen and happiness ensues.

To the other distinguished gentlemen we will say, that the good counsel you have given us will be acted upon and will bear fruit; it has fallen upon good ground in the hearts of honest workmen.

To our friends, the officials of the Southern Pacific Company, especially Mr. Towne, [applause] we all feel grateful for the many courtesies they have extended to us, and we will not forget them in all the days that are to come, and I hope that there may always exist pleasant relations between the Southern Pacific Company and all organizations of railway employees.

In conclusion, we thank our friends, the ladies who are with us, and it will be the aim of every delegate, Grand Officers included, to make enjoyable the visit of those from abroad as well as cultivate the acquaintance of those who breathe constantly the balmy air of the placid Pacific. [Applause and cheers.]

From the first to the last Bro. Sargent commanded the unbroken attention of the vast audience and was frequently interrupted by prolonged applause. We do not hesitate to say that it was, in many regards, the best address ever delivered, evincing profound thought and a full comprehension of the subjects treated; besides, the manner of delivery was faultless, and added indefinitely to the satisfaction of the audience.

After the applause called forth by Bro. Sargent's superb address had subsided, the chairman introduced

MR. M. A. DORN,

who, in behalf of the Native Sons of the Golden West, delivered a stirring address, which commanded the closest attention of the audience and was frequently interrupted by applause. The speaker paid a high tribute to organized labor, and won hosts of friends among the delegates.

The chairman next presented

HON. TOM FITCH.

This gentleman, justly renowned for oratory, eloquence, learning and devotion to the friends of labor, was received in a way which, however accustomed he may be to cheers, could not have failed to impress him with the fact that he was honored by his audience.

His magnificent address was as follows:

MR. CHAIRMAN AND MEMBERS OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN: This gathering illustrates the character of our government and the beneficial changes which have been wrought during the last 100 years. Anywhere upon the continent of Europe such a convention of workers as this would, in the last century, have been forcibly dispersed, or its members imprisoned, and even in free England, if they had been permitted to assemble at all, it would have been under police surveillance.

But you gather for mutual consultation and improvement, respected by the community, considered by the press, with one Governor—and possibly two—attendant upon your meeting, and quite conscious—as is your right and duty—that not one among you all need doff his hat to any man living, except through the courtesy of equals.

When I was honored with an invitation to address

you I was puzzled to determine what topic to select for discourse. Statistics with respect to your organization, numbers and work will come more properly from your officers, and I know so little about the details of your trade that I should be certain to make blunders if I attempted to discuss your duties and achievements. Generally I know that to you is committed the duty which in the Orient is imposed upon the faithful Parsees—that of keeping the altar forever glowing. Generally, I know that in the performance of your tasks you are called upon to counter sweltering heat and bitter cold, fierce tempests and driving sleet, and that when on duty you are required to be as alert, as tireless, as industrious, as powerful as the fabled gnomes whose swart, fire-lit features illuminate our fairy literature.

Generally, I know that when you strike—as lightning—you have never found occasion to do upon this continent, and as I hope you may seldom have occasion to do anywhere—people are then compelled to stay at home and freight accumulates in the warehouses until you resume your labors.

Knowing these general facts, I yet do not know enough specifically about your organization or its objects to offer to you either valuable advice or interesting, or even intelligent comment concerning

DAMAGES FOR INJURIES.

But there is one point where our lines touch, and where, in my profession, I may be able to present some suggestions that may prove of value to you, and that is with respect to the rights, or rather absence of rights, under the law of this state, of a locomotive fireman—or other worker—to recover from his employer for injuries which he may sustain through the negligence, carelessness, or unskillfulness of a fellow workman. [Great applause.] I do not, in my opinion, serve you better to day than by omitting the usual rhetoric and eulogy supposed to be suitable for such occasions as this, and by endeavoring to point out a method within your power of adopting, of securing such reforms in the present law as will make you less helpless if you are maimed through no fault of your own, and your wives and little ones less dependent if—by calamity beyond your control—death should come to you while in performance of duty. [Applause.]

Why is it that jurisprudence is about the only science which fails to keep pace with the brilliant and advancing procession of progress in all other ways? In theology, total depravity and infant damnation have been laid aside, along with the legends of Jonah's sojourn in the whale's interior, and the new philosophies—the result of modern thought and ancient cult combined—have stricken the shackles from the onward feet of the seekers after truth.

In medicine the lancet, the blister, and the blood-letting are no longer the ruling trinity; the fever-stricken patient no longer cries in vain for water, and anaesthetics have almost banished pain from among the ills of life. But when we approach the laws, the entire membership of the legal profession from the most venerable judge to the latest pinfeathered chicken of the schools, cries out: "Do not disturb the venerable dust of innumerable ages!"

I am not especially given to iconoclasm, but I can see no greater reason for preserving the error of bygone ages in law than for insisting upon a literal six days' creation in theology, or for adhering to black mass and brimstone in medicine. [Applause.]

The common law doctrine which relieves the employer from responsibility for injuries which the employé may sustain through the negligence of a fellow-workman has been upheld, and strengthened and enlarged and construed by the courts of England and America in the interest of employers, until it has grown into a monstrous and apparently impregnable fortress, from behind which wealth can defy the claims of the worker.

THE CALIFORNIA CODE.

To the shame of California it may be said that this is the only State in the Union besides Dakota which has by legislation established and fortified the cruel doctrine of the common law. Section 179 of the California Civil Code reads as follows:

"An employer is not bound to indemnify his employé for losses suffered by the latter in consequence

of the ordinary risks of the business in which he is employed, nor in consequence of the negligence of another person employed by the same employer in the same general business, unless he has neglected to use ordinary care in the selection of the culpable employé."

This provision of the California Code, and the common law doctrine upon which it is based, is against the interest of every locomotive fireman, every engineer, every brakeman and conductor and train band in California. [Applause.] It is against the interest of every miner, and carpenter, and mason, and painter. It is against the interest of every toiler in factory and furnace. It is against the interest of every laborer whose life may be taken or whose limbs may be mangled through the carelessness or unskillfulness of a fellow-workman. This section of the California Code ought, in justice to the workers, to be repealed [applause] and the common law doctrine upon which it is based should be swept by legislation from the jurisprudence of this State, as it has already been destroyed or modified in several States.

Georgia was the first State in the Union to inaugurate legislation on this subject. As early as 1855 her Legislature enacted the following law: "Railroad companies are common carriers and liable as such. As such companies necessarily have many employés who cannot possibly control those who should exercise care and diligence in the running of trains, such companies shall be liable to such employés as to passengers for injuries arising from the want of such care and diligence.

"If the person injured is himself an employé of the company, and the damage was caused by another employé, and without fault or negligence on the part of the person injured, his employment by the company shall be no bar to the recovery."

Iowa enacted a similar statute in 1867, but limited it "to employes engaged in the business of operating railroads, and not to all persons employed by the corporation without regard to their employment." Kansas passed an act in 1874 made to apply only to railroad corporations, but its phraseology is such that the courts of that State have greatly limited its scope. Massachusetts, in 1867, enacted an elaborate law, but the amount that may be recovered there is limited to \$1,000 for any injury, or \$5,000 for death. Minnesota in the same year passed an act applicable only to railroad corporations, and excepting all railroads in process of construction.

Wyoming, Rhode Island and Montana have statutes applicable to railroad corporations alone. In forty States and Territories of this Union the common law rule of non responsibility to the employé prevails, and it is a matter of astonishment to me that the labor organizations of the country have not long since directed their attention and efforts to changing the law, for they certainly have the power to do so if they see fit to exercise it.

LAWYERS IN LABOR ORGANIZATIONS.

Perhaps the Knights of Labor were not altogether wise in excluding lawyers from their membership, for lawyers are certainly laborers, and occasionally they have ideas which might prove of service to other laborers. The reason of the common law rule is clearly stated by Chief Justice Shaw of Massachusetts in the case of Farwell vs. Boston & Worcester Railroad Company, reported in fourth Metcalf. He says: "He who engages in the employment of another for the performance of specified duties and services for compensation, takes upon himself the natural and ordinary risks incident to the performance of such duties, and in legal presumption the compensation is adjusted accordingly.

"And we are not aware of any principle which should except the perils arising from the carelessness and negligence of those who are in the same employment. These are perils the servant is as likely to know and against which he can as effectually guard as the master. They are perils incident to the service, and which can as easily be foreseen and provided for in the rate of compensation as any other."

If I could presume to question the reasoning of so distinguished a jurist as Chief Justice Shaw, I should say that the weakness of his argument is in the

assumption that a peril arising from the negligence or unskillfulness of a fellow-employé is a peril "which the employé is as likely to know and against which he can as effectually guard as the employer." In many instances, indeed in most instances, this is not the case.

AN ILLUSTRATION.

Permit me to illustrate: The General Superintendent of a railroad knows, or, at least he ought to know, whether the Division Superintendents possess sufficient intelligence, experience and knowledge of men to enable them to select competent workmen, and the Division Superintendent, or his assistant, knows, or ought to know, whether the switch-tender whom he selects is clear-headed, sober, wakeful, attentive and competent. The fireman, whose life may be sacrificed or whose body may be maimed by a misplaced switch, knows nothing whatever of the antecedents, qualifications or habits of the switch tender. Often he does not know even his name or person. He was not consulted in his selection, and he will not be consulted concerning his retention or discharge. The switch-tender may have received his appointment because he is influential at a primary election, because he is a cousin or a brother-in-law of the appointing power, [applause and cheers], or of somebody who has a "pull" with the appointing power, or because he has a pretty sister, [laughter] or because he was upon a jury that brought in a verdict in favor of the railroad company. [Great applause.]

I do not undertake to say that any employer makes a practice of selecting his employés for any other reason than because of their qualifications. On the contrary it may be assumed that as a matter of self interest those who employ switch tenders use all the means of information within their reach, and exercise their very best judgments in making selections. Nevertheless, the selections are made upon their information, which may be false or colored, and upon their judgment, which may be erroneous, and it is not made with the approval of the locomotive fireman, who has no information upon the subject, and who does not exercise and cannot exercise any judgment in the premises.

And when a switch is misplaced, and a locomotive overturned and a fireman lies crushed under the wreck, what mockery of logic and of justice is it which says to him: "You can recover nothing if you live, and your family will be entitled to nothing if you die, because the drunkenness or the stupidity of the switch-tender whom you did not know and never saw was a peril which you were as likely to know and against which you could have guarded as effectually as your employer." [Applause.]

Suppose a waiter in a hotel sent to the fifth story with an order, and injured through the carelessness of the man in charge of the elevator; suppose a machinist at the lathe or the anvil, crippled through the carelessness of the engineer in the basement; suppose a mason or painter or carpenter thrown to the ground by a loaded wagon carelessly driven against the scaffolding; suppose a miner hurled to the bottom of the shaft, or strangled or drowned in drift or tunnel through the neglect of the engineer in the hoisting-house. In none of these instances could the injured man or his heirs recover from the common employer, and in none of them is there, in fact, whatever there may be in law, any common employment of the man injured and the man whose carelessness caused the injury. [Applause.]

RISKS BY RAILWAY EMPLOYÉS.

There is doubtless a special and extraordinary risk incurred by railroad employés, and therefore greater necessity for protective legislation in their behalf, but the principle underlying the reform I advocate will extend with equal logic and equal force to all other trades and avocations, and the true rule should be that an employé may recover from his employer in any case where he might recover if he were not an employé. If an elevator in a dry goods house falls through the fault of the engineer, why should not the elevator boy recover damages as well as the passengers in the elevator? If it falls through the unskillfulness of the elevator boy, why should not the injured clerk recover as well as the injured customer?

The legal presumption that the risks of the business are estimated for in the compensation paid the employé is a pleasant legal fiction. Do the miners on the Comstock receive more wages because of the risks of fire and flood and premature explosions and falling cages? Does the hod-carrier obtain a larger compensation because of the risk that the teamster may drive his team against the ladder? Does the bookkeeper collect higher wages because of the risk of being blown up by an unskillful gas tender? Is the actor's salary any larger because of the risk of being maimed through the carelessness of the stage carpenter? [Applause].

INJUSTICE OF COMMON LAW.

The rule that the servant cannot recover from the master for injuries inflicted through the negligence of a fellow-servant is as old as the English common law, and it is quite old enough to die, for it has survived all the conditions which gave it birth.

It originated in a system of society where the terms "master and servant" were almost equivalent to the words "master and slave," where the employer and the employed had in theory both rights and duties, but where in practice the servant usually had all of the duties and the master all of the rights. It is a rule that was established before railroads were built, before the use of steam or electricity was known, before great manufacturing establishments existed.

The employé in those times was usually a member of the household of his employer, sleeping under the same roof, eating at the lower part of the same board, working in the same shop. Each employé was under the eyes of all the other employés and all were under the eyes of the employer. Under such circumstances there might be some justice in the rule, while, under the changed circumstances existing to-day, there is no justice in it whatever.

At an early day that rule was limited to cases where both the negligent and the injured employé were engaged in a common employment, and had the phrase "common employment" been construed by the courts with fairness to the servant, the injustice of the rule might not be so obvious, but the tendency of courts has been to enlarge their constructions in the interest of employers and narrow them in the interest of employés. A few of the many hundred cases reported in the books may be quoted to illustrate this tendency:

In the case of Slater vs. Jerrett, reported in Eighty-fifth New York Court of Appeals Reports, a telegraph operator at Salamanca, on the Erie Railroad, omitted to give to the engineer of an east-bound train orders received from the train dispatcher as to the place where the east and west-bound trains should meet.

A collision ensued, and Slater, who was a locomotive fireman on the west-bound train, was killed. What possible knowledge could Slater have had of the qualifications of the telegraph operator? and in what sense—other than a legal one—could the telegraph operator and the locomotive fireman be said to be engaged in a common enterprise?

NOTED CASES CITED.

In the case of Sammon against the New York & Harlem Railroad Company, reported in Sixty-second New York Court of Appeals Reports, a careless switch-tender permitted the switch to become displaced so that two cars of the train were thrown off. One of these struck some empty cars on a side track and propelled them across Fifty-second street, where they struck and killed Thomas Sammon, who was employed to attend a chain across that street so as to prevent people from driving or going across. The court consulted the administrator of Thomas Sammon on the ground that the man who attended the chain to keep vehicles from crossing the track was engaged in a common enterprise with the switch-tender. [Laughter and applause].

In a Pennsylvania case a painter was employed by the railroad company to paint the outside of its station house, and while he was engaged in this work a careless brakeman suffered a car to escape and run down an unused track in front of the station, where it struck the painter's ladder and threw him to the ground. His only consolation for a broken leg was to be told by the court that when he was spreading paint upon the front of the railroad station building

he was engaged in a common enterprise with the man whose duty it was to brake the cars, and that therefore he could not recover from the common employer.

There are numerous instances of laborers employed in gravel pits and transported on gravel cars to and from the scene of their labors, who have been mangled through the negligence of an engineer or conductor, and who could recover nothing from the company because the grader was a fellow-servant with the engineer. [Laughter and applause.]

There was a case where the miner who was charged with the care of giant-powder to be used in blasting in a railroad tunnel handled it in such a careless way that it exploded and injured some laborers who were sawing cordwood for the use of locomotives, but according to the law as expounded by Chief Justice Shaw, this was "one of the perils incident to the business of wood-sawing," and no recovery was allowed.

In the collision which occurred in Oakland, twenty years ago, through the neglect of a switch-tender every injured passenger was entitled to recover damages from the railroad company, but the engineers and firemen and conductors and brakemen and train hands could not recover because they were fellow-workmen with the switch-tender.

In the case of Yeomans against the Contra Costa Steam Navigation Company, reported in 44th California, the plaintiff was a barkeeper on the steamer running between San Francisco and Petaluma, and as he was about to enter the cars at Petaluma intending to make the usual daily trip to San Francisco the boiler of the locomotive in charge of the defendant's engineer exploded, and caused Yeomans personal injury. It was contended by counsel learned in the law that the barkeeper on the steamboat was engaged in a common enterprise with the engineer on the locomotive, and doubtless the plaintiff would have lost his case had it not been for the fact that he was not a barkeeper who was hired by the company, but, on the contrary, he rented the bar of the company and paid it \$200 a month for rent and daily passage on its train to the boat.

ANCIENT MAXIMS IN LAW.

There is an ancient maxim of the law-writers that "when the reason of the rule changes then the rule should change," and the rule which might have been a just one in a community where there were seldom more than a few dozen men employed by one man, and where the use of steam, of electricity, of explosives and of powerful and intricate machinery was unknown, has no reason for its existence in a community where thousands and sometimes tens of thousands of men are employed by one corporation, and where the error of a telegraph operator a hundred miles away may bring death or injury to a faithful and blameless fireman or conductor or engineer. [Applause.]

A change in the law that shall place the railroad employé upon an equality of right with the railroad passenger, and the miner in the drift upon an equality with a stranger, is a change that will add only the cost of accident insurance for its employés to the expense account of railroad and mining and manufacturing companies. It is a change that will secure greater safety to the travelling public, for it will induce a more scrutinizing selection of sober, careful and reliable men for positions where care and sobriety are needed. It is a change that might alleviate the sufferings of many a gallant worker stricken down in the performance of duty, and lighten the gloom of poverty which otherwise might rest upon widowed and orphaned households.

The means of effecting such a change are exceedingly simple. Substitute for Section 1970 of the Civil Code of California, and for the common law rule elsewhere, the following:

"Every person or corporation organized or doing business in this State shall be liable for all damages sustained by any employé of such person or corporation, by reason of the negligence, carelessness or unskillfulness of any other employé thereof, without contributory negligence on the part of the person injured, when sustained within this State, and no contract, rule or regulation between such person or corporation and any employé shall impair or diminish such liability."

RELIEF AT THE BALLOT-BOX.

I submit to your judgments that such a measure as I have suggested will prove of practical advantage to your membership and to the membership of all trades where there is necessary risk of life and limb to the worker. The time is propitious to secure such legislation.

Elections are approaching in many States. If a committee from your Order, cooperating with committees from other labor organizations, shall demand of legislative candidates public pledges of support to such a law, there is little question but such pledges will be given. At least it will be quite your privilege to allow such candidates as refuse pledges to obtain their election—if they obtain it at all—without the help of your votes. You have in your ballots an invincible weapon. Do not surrender that weapon to boss or caucus, but use it for the defense of your homes. [Loud applause.]

The relations between capitalists and laborers are happily growing toward just and peaceful solution, and it is in broader and stronger unionism of each trade, rather than in general federation of all trades, that labor will find its greatest strength.

The Brotherhood of Locomotive Firemen, as well as the Brotherhood of Locomotive Engineers, has shown itself to be a powerful, conservative, intelligent organization, and its strength lies in the intelligence and moderation of its members. They recognize that it would not be possible for a committee of plumbers or house carpenters to know what changes in compensation or in methods of work would be just as between a railroad corporation and a locomotive fireman any more than it would be possible for a locomotive fireman to arbitrate intelligently between striking shoemakers and their employers.

Labor finds its strength and its promise of advance in the fact that among the most intelligent, thoughtful and experienced members of any trade in this country may be found workmen who are quite as capable of comprehending the commercial and economic conditions and relations of that trade as are their employers. Napoleon is credited with saying that every soldier of the grand army carried a marshal's baton in his knapsack. [Applause.]

I doubt not that within this audience are men as capable of comprehending and adjusting the intricate traffic relations of railways as any congressional committee. I doubt not that there are many members of your Order who could step from in front of the furnace door and take the place of Division or General Superintendent with profit to the public and the stockholders. Hence it is in cooperation rather than in federation that the fortress of labor will be found, and labor is coming to its own over all the world. Human selfishness may delay the coming economic adjustment, but it cannot prevent them. There are obstacles at both ends of the puzzle, but they will be swept aside. There are sordid and unsagacious capitalists who seek to lessen the wages and so degrade the lives of the workers, and there are idle and unthrifty men who brawl for an unearned share of the results of industry and clamor for bread or blood, meaning always somebody else's bread and somebody else's blood—and to my mind the scoundrel who wrecks a railroad in Wall street, and the other scoundrel who wrecks a train upon the prairie, ought together to study the mystery of electrocution. [Great applause and cheers.]

But intelligent labor comprehends that it is as much interested as is capital in the preservation of order, for labor pays the cost of disorder. The millions of property destroyed some years since in Pittsburgh by maddened and insurgent labor were paid for by the municipality. The municipality collects in its taxes from the real estate owners, and the real estate owners collect it in turn from their tenants, and every time that the rent of a cottage or a room in a tenement house is paid by a wage-worker in Pittsburgh there is paid a part of the cost of the Pittsburgh riots.

WHY STRIKES HAVE FAILED.

From Socrates to Henry George [applause] students of social science have been busy with plans for amelioration of the relations of labor and capital. Strikes

have failed because labor is a commodity that will not keep, and the work which might have been done and was not done on Monday is of no value whatever on Tuesday morning. Various plans have been suggested to exempt man from the decree, "In the sweat of thy face shalt thou earn thy bread," but no changes of governments or of parties have ever yet evolved a successful plan by which two pounds of flour can be made from one pound of wheat.

Individual economy and industry will, in this country sooner than in any other, bring independence to the laborer, for the margin between earning and eating is larger here than elsewhere, and in my judgment the best plan of labor organization will be for each trade to determine for itself what conditions will be just to its members, just to employers and just to consumers, and then governing itself by enlightened self-interest within lines bounded by justice and moderation, insist through lawful methods upon its rights. [Applause.]

Society surges with the throes of a new life for the worker, and upon the horizon of hope a pencil line of light will soon begin to glow. Away and away beyond the Eastern horizon, across stormy seas, across forests and plains, beyond the ruins of empires, and eastward still until the globe is girdled to the shores of the western sea, everywhere the night of selfishness and greed and despotism has for ages been resting in close weight upon the nations. In the far North, under the midnight suns of Russia, manhood dares not utter the truth which the Spirit of God whispers into its ears, and women shriek and sob under the scourge. Upon the continent of Europe drill and discipline, discipline and drill, and the labor of preparation for death—dealing to humanity, withdraw from productive labor and change into pauper ruffians the flower of its manhood. Africa is still in the jungle of ignorance and superstition, and in Asia the living trampled under the feet of caste, and faint with the exactions of both native and alien rule, look forward with hope only to the deliverance of death. [Applause.]

IN FREE AMERICA.

Only here, under the flag of forty-four stars and under the banner of the Canadian Dominion, does the toiler begin to ask why he must gather his rags closer lest he jostle the silken garment that his fingers have fashioned? Why he must offend his hunger with the odor of banquets which he prepared but may not taste? Why he must walk weary and shelterless in the shadow of palaces which he built but may not enter? The worker has begun to question; he will soon begin to act. He will not long supplicate for his rights, but he will take them. Not in wrath, not in injustice, but in orderly and lawful and manly ways he will take them. He hears the cry of peoples weary of centuries of error, centuries of wrong, centuries of toil and tears and martyrdom, and he knows that the free laborers of a free land will heed and answer the cry, for labor is here the sovereign: it is the Prophet, Priest and King; it is the creator and conservator of all wealth, all government and all civilization. [Applause.]

THE PERORATION.

Labor rends the earth and hoists the somber ore and seethes it in baths of fire, and hammers and rolls and tempers it into glittering blade and ponderous rail. Labor gathers the fleeces and whiteneth them in steaming vats, and with humming spindle and shifting shuttle transforms them into a thousand articles of use and beauty. Labor bids the green-plumed forest monarch fall low upon the earth, and seizes his huge form and sends it screaming under the gang saw, until the forest is changed into material for homes. Labor smites at the adamantine doors of the earth's treasure chambers and bids them roll back upon their hinges and reveal their shining secrets.

With hand on throttle-valve and face red with the furnace glow, Labor feeds and guides the black cavalry of commerce as with steam-flecked flanks they thunder up the mountain side or scream across the plain. On the foam-crested seas, in golden harvest fields, amid the din of factories and the roar of forges, everywhere, it is the dews of toil alone that nurture a nation from poverty to affluence.

And shall not the toilers come to their own? Shall not crowns and castles be abased before them? and

oppression and injustice and greed lose their power? Who shall doubt it? When amid the howling storm the mariner, sailing over tropic seas, waits for relief from his weary watch, he turns his eyes toward the Southern Cross burning luridly above the tempest-tossed ocean, and as the midnight approaches the Southern Cross begins to bend, the whirling worlds change their places, with starry finger-points the Almighty marks the passage of time upon the dial of the universe, and though no bell may beat the glad tidings, the lookout knows that the midnight is well nigh past, and relief and rest are close at hand.

Let labor everywhere take heart of hope, for the cross is bending, the midnight is passing and "joy cometh with the morning." [Prolonged applause and three cheers.]

Most earnestly do we invite the patrons of the *Magazine* to give Mr. Fitch's address a careful perusal. No workingman should permit it to pass without careful study. It thrills like a bugle blast. It elevates and sublimates; men will read and expand. It will enable men to find

"The great world's altar stairs
That slope through darkness up to God."

Up to higher planes of thought and ambition. Read it.

It is unnecessary to say that at the close of the address, Mr. Fitch was informed, in a way about which there could be no mistake, that he had touched the great heart of his audience, and that it had beat responsive to every word he had uttered, and as a climax of enthusiasm the speaker was tendered three cheers, given with as much thunder as the audience could command.

Following Mr. Fitch the chairman introduced Brother

D. J. BROWN,

a member of the Brotherhood of Locomotive Engineers.

Brother Brown is a veteran engineer, not only master of the machine, the throttle and the air-brake, but master of good English. His words are the signs of ideas, practical ideas. Brother Brown is a thinker, an earnest, practical thinker. He is not a vagarist. He is not full of whims and shams. He reflects upon current topics which relate to organized labor, to work and wages, to the life that now is, to home, to the advancement of workmen in all that pertains to right, justice and fair play, in the world's broad field of battle. His address is brim-full of good ideas. They could scarcely be improved, and as the delegates listened and applauded they realized that they were listening to a man who was in profound sympathy with them, and they applauded his periods to the echo.

Bro. Brown spoke as follows:

MR. CHAIRMAN AND MEMBERS OF THE LOCOMOTIVE FIREMEN'S BROTHERHOOD: On an occasion like this you have a right to expect that any one who attempts to address you shall have something to offer that will interest, instruct or amuse you. I disclaim the ability to do either. I am here simply as a locomotive engineer, by the kind invitation of your committee, and at the request of the members of Leland Stanford Division, No. 283, Brotherhood of Locomotive Engineers. They desired me to be present at this meeting and to convey to you their best

wishes and in their behalf to greet you—to welcome you to this city.

When Bill Nye was here a short time ago some one asked him if he would lecture. He said, "No, not exactly. I shall simply appear, and then I will retire, and there will be music." Now, I hope that about all which is expected of me by your committee, and I humbly apologize to this audience for presuming to do even that much. A man who follows the occupation of locomotive engineer must think a good deal; must be always watching—always listening, but he needs to do but little talking. The faculties that are least used are least developed. It is reasonable to expect that one who has been over thirty years at the throttle should be entirely disqualified for public speaking.

It is my opinion that there should have been a Brotherhood of Locomotive Firemen, but, instead, there should have been an organization known as the Locomotive Engineers and Firemen's "Mutual Union." Twenty-five years ago this month, at the Rochester Convention (the second annual convention of our Brotherhood), plans were proposed to bring about such an arrangement. I was a delegate to that convention and favored the plan, but it had few supporters at that time, being considered impracticable by the majority. Perhaps it might have proved so, but I never could understand why two classes of men so closely allied in their work and interests could not be associated under one charter.

We labored with this question year after year until the firemen, tired of waiting for our decision, organized an association of their own, which, I am glad to know, has been a satisfactory and successful one in its workings.

FEDERATION NEEDED.

What we want now, what we should have had long ago, is a close union, not only between your organization and ours, but between all trainmen. [Applause.] A grand Union or Federation. I hope that in the near future such an arrangement will be brought about, and that in all important matters we will act as one body. Why not?

It is a good thing to have power, and then it is a wise thing to use that power with moderation and discretion. I know there is some opposition to this scheme of federation in our brotherhood, principally, I think, in our grand office, and among those who do not reason for themselves, but who think as our Grand Chief Engineer wishes them to.

Our order is, and has been for years, dominated by one man. He is an autocrat in the organization over which he presides. A large portion of our membership blindly follow him, believing that his wisdom is supernatural. So far his influence has prevailed in shaping all important legislation, but federation I believe is a tidal wave whose flow he cannot check, even with the assistance of Mr. Chaney M. Depew. I do not mean to speak unkindly of our Grand Chief. He did well enough in the infancy of the organization, [laughter and applause] but he belongs to the past. [Applause.] The organization has outgrown him. He is behind the spirit of the times. A mariner on the deck of his vessel safely riding the storm and turning a deaf ear to the appeals of his fellow men, who are on a less secure craft or are struggling in the water, is not a pleasant figure to contemplate. But my friends, I say it with regret, that the Brotherhood of Locomotive Engineers has occupied some such unenviable position among the organizations of workmen and I charge that it is more the fault of the captain than of the crew. We want a leader whose charity goes a little farther than his own threshold: one who has the disposition to aid others besides those who pay him his yearly salary. [Great applause.] The tendency of the times is toward federation, co-operation. [Applause.] The rich combine and wield immense power. We must meet combination by combination, or be crushed in detail like scattered battalions on the field of battle. Much as we deplore the necessity to do so, we can not ignore the fact that the necessity exists.

DEPEW CRITICIZED.

In a recent address to the engineers, Mr. Depew says that he has never had a difficulty with his employees that he could not, on presentation of the facts, settle in five minutes.

Well, in the light of recent events and developments, considering the fact that a large proportion of the employes of the New York Central Railroad work for less wages than on most roads in America, and the further shameful fact that many of them are obliged to pay sweat money for the privilege of earning even the miserable pittance that they get, I say, in the light of these facts, men working under such conditions and can be so readily settled with, must be under pretty good restraint and subjection. But the fact is, settlements made with Mr. Depew have not always been satisfactory ones to all concerned, but have been accepted by force of circumstances.

DEPEW'S ASPIRATIONS.

Mr. Depew is believed to be a hopeful aspirant for the Presidential office. [Laughter.] Well, many men have aspired to that high office who did not reach it. Stephen A. Douglas once wanted to be President, and at the conclusion of a speech which was generally accepted to be a bid for the nomination, old Tom Benton said to him: "You never can be President. Mr. Douglas, you never can be President; your coat tails hang too near the ground." Applause.]

Now, Mr. Depew's coat tails may be no hindrance to his aspirations, but something else will that is more potent. The workmen of America will not forget that he absented himself from his post to escape the responsibility and odium of an attack on organized labor made and carried out by one of his assistants. They will hold him responsible for this attack, and not the creature Webb. The workmen of America will not fail to see through the thin disguise of this aristocrat—this pampered pet of the Vanderbilt.

On this road (the Southern Pacific) our complaints have always been listened to and adjustments promptly made. We have had that monarch of men to deal with, Leland Stanford. He has dealt justly and generously with all his employes. But we have him with us no more. Good railroad presidents retire and die, and others succeed them who are sometimes not so good. It seems that more good ones die than bad ones.

Death now and then does us a good turn in the removal of such arch tyrants as Franklin B. Gowan and J. M. Hoxie, but his favors are too long delayed. They were allowed to remain with us too long. Their inhumanity to man made thousands mourn. Great applause.]

THE BURLINGTON STRIKE.

The strike on the Chicago, Burlington & Quincy road cost the Brotherhood of Engineers \$1,506,500. We had at the time of the strike about 27,000 members. Over 1,000 of them were in the strike. I allow 1,000 more as delinquents, and figure on a basis of 28,000 members, which multiplied by the amount I paid myself in assessments, gives a result of over a million and a half. You were in the struggle with us, and yet our combined efforts were of no avail. We were beaten by a giant corporation, having at its head an unscrupulous chief officer. We were beaten between two classes of trainmen were not with us. One class, I say it to their shame, were against us. The lesson of that strike is plain, yet some of our members are slow to profit by it. There is a feeling of caste among a portion of our members. They have an exalted idea of our Brotherhood, and they feel that contact with other societies of workmen would lower the prestige of our order. This idea is encouraged by utterances from our Grand Office through the *Journal* and otherwise. The element that is affected with this feeling of prejudice is passing away, and our ranks are fast filling up with young men from your Brotherhood. This process will gradually but surely bring the two organizations into closer touch, closer sympathy, until the two Brotherhoods will be practically one union in all except name. [Applause.] Strikes are calamities from which in our day and civilization there seems to be no avoidance. It is the weapon which we use in an extremity to inflict loss on those who refuse to grant us fair treatment and fair wages. In the past the weapon has proved a boomerang many a time—a weapon somewhat resembling in its action the old Harper's Ferry musket with which we were

armed early in the war, which were very destructive to those at the muzzle, but at the same time very uncomfortable for those at the breech. But imperfect as the weapon is, we cannot afford to abandon it. It knocked a ten-million-dollar hole in the balance sheet of the Chicago, Burlington & Quincy road, if we did suffer a little at the breech.

STAND BY ONE ANOTHER.

I have no new light to offer; I can only advise that we follow the lines already marked out: that we stand by one another; that we perfect our organizations and combine them. The federation of the several associations of men in train service is the best plan that has ever been devised for establishing an agency to settle our differences with the railroad companies. I heartily approve of the plan, and hope that the engineers will soon stand in line with the other four classes of trainmen who are already in the compact. I am glad to be with you to-day, glad to be with the representatives of those who have been my associates for the greater part of my life. I am glad of the opportunity to testify publicly to the manliness and faithfulness of those who have been my helpers these many years. Of all those who have been with me, not one has ever treated me otherwise than with kindness and respect. If I have been fairly successful in my business it is because of the excellent help I have had more than anything else. I am willing to divide the credit of that success equally between my own efforts and the efforts of those who have assisted me. Without intending to take undue credit to myself, I may be allowed to say in my own behalf that I have never had a man on an engine with me that I have not tried to improve, to instruct, to lift up, to build up. As a rule I have not selected my firemen, rather preferring to have them come to me in the regular order. I found early in my career that the average man would make a very good fireman, if he was properly handled. On one occasion I varied from the rule and asked for a certain fireman. I had been employed a short time on the road, and had been running extras. I was about to be sent out on a regular run, and the master mechanic said, after designating my engine, "I don't know who I will give you for a fireman." I said: "Why not the boy who has been with me for a few trips, and who is extra here?" He replied: "Oh, he is no account; none of the engineers will have him. I am about to discharge him." I said: "Well, let me try him." He agreed, and I tried him. I tried him for two years. I found him to be a noble fellow. He had not been understood. His good qualities had not been uncovered. He wanted a little pruning, a little developing. He had trouble with the master mechanics several times while with me, and I had to plead hard for him twice to keep him from being discharged, but I succeeded in bringing about a better feeling between him and his employer, and at the end of two years, on my recommendation, he was promoted. He has been running a locomotive now for twenty years, and I do not believe there is a better locomotive runner in the breadth of the continent than Eugene Martin, of St. Joseph, Missouri. [Great applause.] My experience with this man was a valuable lesson to me.

SUCCESSFUL MAN-BUILDING.

It was one of my first attempts at man-building. I discovered that there were men of a plastic nature, who by little encouragement and proper handling could be started on an upward chute, leading on to success; or, by the opposite treatment, might be started on a downward tread ending in failure. Now, my friends, let my lesson be your lesson. If you will heed it and profit by it, my few minutes' talk with you will not have been in vain. Many of you are already in charge of locomotives. All of you will be in due course of time, if you live. Bear in mind that firemen do not come all ready made, like a new suit of clothes. They must be trained, must be built up, and you must be the builder; not your foreman or master mechanic. Do not be too exacting; bear and forbear. If your fireman has some good foundation qualities, you can build on them and make a man of him, and in so doing you will not only have the satisfaction of helping a fellow-man but you will help yourself by securing his

heartly coöperation in your work. Do not forget that your fireman is your apprentice, and that you are in duty bound to instruct him to the best of your ability. Try to improve every man who is placed with you, if he is only with you a few days. Let him forward a peg. Pursue this course and you will never regret it. The consciousness of having done your duty by those so closely associated with you will be an ever present satisfaction, and your good work will come back to bless you in after years.

AN ENGINEER'S LIFE OF PERIL.

My railroad life is drawing to a close. I am about to leave off just as you are beginning. My pathway has been a long one, extending from Omaha and Rock Island on the North to Atlanta on the South, and from the West Virginia line to the Pacific Coast and the Rio Grande. Inside those bounds I have run a locomotive in ten states and territories. All over that country and far beyond those limits are scattered my old associates in train service. A few years ago I found myself in Mexico—in the old town of El Paso Del Norte. I spent several hours in that queer old town in the midst of a civilization strange to me. I had looked through the old church, said to be 200 years old, and was strolling through the crooked streets, thinking, here I am in a strange country all alone, unknowing and unknown, when, to my great surprise, I heard a familiar hail from across the street, of "Helloa, Brownie!" I turned about and saw an old train man who worked with me in Missouri. I said, "Why, Jim, what are you doing here?" He replied, "Oh, running on the Mexican Central from here to Chihuahua."

And so I come across them everywhere. I remember this particular meeting, because it was so unexpected and because of what followed. He asked me to take a drink with him, or, in common parlance, he said, "Let's take something." Well, when I had recovered from my surprise at the man making such a strange proposition to me, [laughter] I decided to accept, just for the novelty of taking a drink on Mexican soil. So I followed him into a little store where they kept saddles and bridles, and spurs and sombrero hats and liquors and cigars. These articles seem to be the foundation stock of all Mexican stores. My friend laid down a handful of coin and the man put it all in the drawer, and set us out some embalming fluid. [Great laughter.] They call it mescal down there. I took a generous drink of it and immediately concluded that I had made a mistake. I bid my friend a hurried good bye, and hastened across the Rio Grande, for I wanted to die in my native land. But I recovered, as you see. My stomach, after assimilating the food of railroad eating houses for thirty years, stood the supreme test of Mexican whisky. I often think that a railroad man's stomach must be organized on the same principle as the Order of Railway Conductors; they won't strike under any circumstances, [great laughter] no matter how you use them or how much you impose on them.

AN EVENTFUL LIFE.

I ran my first locomotive out of Lexington, Ky., in 1858. She was a "Hincleky," with solid cast iron driving wheels. I ran on that road from April to November. In the latter month I was discharged under peculiar circumstances. Times were a little out of joint just then, and the lines were being drawn for the great struggle which took place a little later. One day I received a letter from a committee of several citizens charging me with being a black Republican, a sympathizer with John Brown, the traitor of Harper's Ferry, and a spy. I was also charged with illegal voting and conspiring to run away slaves. The committee generously granted me three days in which to leave the city, never to return, failing in which I was to be prosecuted. You see they drew the indictment pretty strong. They did not charge me with horse stealing. If they had waited two years, until the time we were chasing old "Pap" Price and Hardee in Missouri, they might have added that to the list of crimes, for I never walked when I could find a "critter." Believing that this letter did not represent the feelings of any considerable number of the people of Lexington toward me, I resolved to stay and test the matter, seeing my determination to do so, they requested the

Superintendent to discharge me. He refused. They then waited on the Directors and accomplished their purpose. Being deprived of a means of livelihood, *put hors du combat*, as you might say, I evacuated the city of Lexington and journeyed westward, landing in Muscatine, Ia., in midwinter. Political refugees from the South were already quite numerous in the north and commanded sympathy. What was condemnation in Kentucky was commendation in Iowa. Kind friends interested themselves in my behalf, and I was given employment on the Mississippi & Missouri Railroad by that king of railroad men, Abel Kimball.

Time makes all things even. In a little over ten years from the time of my departure from Kentucky I met these several citizens of Lexington in General Buckner's rifle pits on the snow clad heights of Fort Donelson, the Second Iowa against the Second Kentucky—I among the victors, they among the vanquished; I among the captors, they among the captured. In my first contest with the citizens of Lexington I was but one against many. When we were at Fort Donelson there was fifty thousand of me. I had federated in the meantime, you see. I had joined a powerful combination, whose leader dictated terms and "proposed to move on people's works." But I do not intend to talk war talk to you.

I only refer to this episode in my railroad career because it was the first and only time I was ever discharged from railroad service, and I hope and believe that Lexington is the only community in which I was ever regarded as unworthy of citizenship. At the expiration of my term of service in the army I entered the service of the government as an engineer on military railroads, running an engine on the Nashville & Chattanooga, Nashville & Decatur, Nashville & Northwestern, Memphis & Charleston, East Tennessee, Virginia & Georgia and Western & Atlantic. I was with Sherman in the Atlanta campaign, and brought one of the last trains out of Atlanta at the time of the evacuation. As my engine labored up around the base of Kenesaw mountain that night I looked back frequently to see if the red lights were following. I saw a bright light in the direction of Atlanta. I knew then that the grand march was about to begin. As the sun sends up a beam of light above the horizon before bursting forth in all his glory, so the light that I saw in the southern sky was the herald of the rising of Sherman's sun, the herald of the commencement of that grand movement that made his name immortal. It was the herald of the beginning of the end—the dawn of peace.

I was with Thomas in the campaign against Hood, hauling the Pioneer Corps with engine 190 to Huntsville and Decatur, and barely escaped capture near Huntsville. I hauled the Pioneer Corps in the last grand movement into East Tennessee, when Thomas' army started towards Richmond near the close of the war. At the close of the war I went to the Huntsville & Nashville road, where I ran mostly from Bowling Green to Nashville, and to Paris on the Memphis branch. I then came to Missouri, where I found employment on the Missouri Valley road from St. Joseph to Leavenworth and Kansas City; then to the Central Pacific, which is to be my last camping ground.

TRIBUTE TO THE FIREMEN.

In all these years, during weeks and months of peril in time of war, in many a trying hour in time of peace, through the long, dark watches of the night, across sandy deserts and through dark snows, in the midst of storms and dreadful wrecks at all times and under all circumstances and conditions, there has been within the sweep of my arm, constant as my shadow, a kind friend, a faithful companion, a willing helper—one who has never failed me under any circumstances—my fireman; and I gladly embrace this opportunity, in the presence of their representatives, to make this acknowledgment of my great obligation to those who have served me so long and so well; and to you, my friends, again I say for myself, and in behalf of the members of Division No. 23, Brotherhood of Locomotive Engineers—aye, in behalf of the engineers of this coast, I bid you welcome to this city and wish

you a satisfactory meeting and a safe return to your homes.

We confess that we dismiss Bro. Brown's address reluctantly. It breathes such a manly spirit, it concludes with such generous words, that we feel confident that it is destined to exert an influence of lasting benefit to all orders of railway employes. It helps on federation. It voices fellowship and fraternity. It magnifies union. It is a grand speech, worthy of the great order of Locomotive Engineers.

The chairman next introduced

JOHN J. HANNAHAN,

Vice Grand Master of the Order, who received a genuine ovation, evincing the high regard in which he was held by the delegates. Bro. Hannahan addressed the convention briefly and felicitously, and retired amidst hearty applause.

Next followed

JOSHUA A. LEACH,

who was introduced as Past Grand Master, First Grand Master, and Father of the Order. The ovation that greeted Bro. Leach must have been convincing proof that the boys loved and honored the man who had laid the foundation of the Brotherhood, and had contributed so much towards the commanding prominence it now occupied.

Bro. Leach briefly reviewed the history of the Order, and at the close of his remarks was cheered and applauded with all the enthusiasm the vast audience could command.

With these addresses the opening meeting of the Convention adjourned, and if all were not pleased, those who felt otherwise than delighted, gave no sign of their discontent.

Nothing more in consonance with what might be called a royal good time ever occurred in the history of the Brotherhood of Locomotive Firemen since the day of its organization.

THE SERMON OF REV. DR. W. W. CASE.

In this connection, though a week intervened, we give the great sermon preached to the boys by the Rev. Dr. Case, of the Central Methodist-Episcopal Church, on Sunday, September 14th. It was a compliment of no ordinary significance for the delegates to the Convention to be invited to listen to a sermon by the Rev. Dr. Case. To say the invitation was appreciated, is stating the case mildly; they regarded it as an honor. Locomotive firemen are not irreligious. They believe in the great fundamental doctrines of the Christian religion, and thousands of them are men of faith and good works. Thousands of them have been reared by pious parents, and believe after life's fitful fever is passed, there is a brighter and better world awaiting them. As a result, when the boys filed in-

to the Central M. E. Church, it was no idle assemblage of curiosity hunters, but men accustomed to worship God.

The sermon was worthy of the occasion. The boys listened to a master mind, to a man familiar not only with his theme but with the great outside world, with man, and his words were "like apples of gold in pictures of silver."

The church was handsomely decorated. The music was superb. The tones of the organ were subduing and elevating, the atmosphere was religious, and the men, gathered from every state and from the Queen's dominions, realized that in Christ's religion there was brotherhood and fellowship, signs and grips and passwords which all could give, and a Grand Master to whom all could go with a grievance and obtain justice.

AT THE CHURCH.

Dr. Case selected as his text, I. Cor., 9:21: "So run that ye may obtain." He said:

I have the honor this morning to address the representatives of a large Brotherhood of Past Men. Fast, not in any offensive sense, but literally. Your gait is not a walk, nor a trot, nor a lope, but you are said to "run." Let me, then, in the language of the text, exhort you to so run that you may "obtain."

First—So run that you may obtain the throttle of an engine. Your honored Grand Master, in his address two years ago, before the delegates to your last biennial gathering, said: "The goal for which the firemen struggle is the throttle of the engine. For this he toils night and day. The prize is not won at a bound; years of patient toil are required. It may be said that 90 per cent. of all locomotive engineers have come from the ranks of firemen, and this fact brings into proud prominence the importance of the Brotherhood to the railroad interests of the country."

So run that you may reach this goal. We are so constituted that we must always be looking forward and upward or we soon drop out of sight in the race for life. A young man desiring to enter the legal profession asked Rufus Choate if there was room for any more lawyers. "Room upstairs," said the illustrious attorney. So it is in all callings and employments. There is always room for the best, the most skilled and trustworthy. There are certain prime qualities that lead to real success in all laudable undertakings. The carpenter, the machinist, the railroad man, the insurance man, the merchant, the lawyer, the clergyman, must all alike, in their degree, depend upon the qualities that win for success.

The first quality is industry. Industry—it is the law of God. If a man will not work, neither shall he eat. Even the monk in his better days consecrated labor by working with his hands. The aristocratic idleness which has intruded into our higher civilization is anti-Christian as well as anti-industrial. No Christian who knows the Gospel can possibly believe that it warrants him in living uselessly by the sweat of another man's brow.

Joseph Cook says: "It is good political action, as well as good morals, to insist that if a man will not work, neither shall he eat." The worker who contributes something to society is entitled to an honorable place in it, while the drone—one who contributes nothing to the public good—be he rich or poor, forfeits all claim to the respect of honest people. It was a part of the heathen theory to exalt all warlike wealth and despise traffic and manual labor.

THE DIGNITY OF LABOR.

The Christian theory is that every man, from the artisan to the Chief Magistrate, has his calling from God, and that no one need be ashamed of his work, if his work is useful and he is a good workman.

"In every rank, or great or small,
'Tis industry supports us all."

Nothing is impossible to industry. One of our own poets sings:

"The heights by great men reached and kept
Were not attained by single flight,
But they while their companions slept
Were toiling upward in the night."

And another has said:

"Labor is life! 'Tis the still water faileth;
Idleness ever despaireth, bewaileth;
Keep the watch wound, or the dark rust assaileth;
Labor is rest from the sorrows that grieve us;
Rest from the petty vexations that greet us;
Rest from the sin promptings that ever entreat us;
Rest from the world sirens that lure us to ill.
Work—and pure slumber shall wait on thy pillow;
Work—thou shalt ride over Care's coming billow;
I do not down wearied 'neath Woe's weeping willow;
Work with a stout heart and a resolute will."

Second—Another prime quality that wins is common sense.

The Duke of Wellington asked, "What is common sense?" and proceeds to answer his own question. "It is," he says, "a good understanding, moderated and modulated by a good heart." Common sense as a term of science in metaphysics expresses those notions and beliefs which are essential to a man regarded as an intellectual and moral being. The existence of such original convictions is assumed when a man is declared to be capable of collecting knowledge from experience. Men have not themselves been collected out of the materials of experience, but, in the common parlance, we spoke of common sense as natural prudence, or acquired skill in the management of common affairs in the inter-course of society.

An able minister of the gospel, in a series of lectures to theological students, bases his whole series of lectures on the principle that success depends on truth and personality. The preacher must have truth and he must have personal character to give it weight and force. With truth he must have common sense.

What is true in the ministry is true in every calling in life. The same idea is sometimes conveyed by the word "gumption"; that is, capacity, ability to accomplish. Sometimes we call it "tact." Tact is the ability to use natural powers, acquisitions and opportunities to the best advantage. Tact is talent. It manipulates moderate abilities so as to outstrip real mental greatness, proving that the race is not to the swift nor the battle to the strong.

Emerson puts in thus:

"Tact clinches the bargain.
Sails out of the bay,
Gets the vote in the Senate,
Spite of Webster and Clay."

We sometimes meet people of uncommon sense. They shoot wide of the mark oftentimes.

UNCOMMON SENSE.

A young clergyman, with fine education and gifts of oratory, was sent to take charge of a congregation in Minnesota, where the principal occupation of the farmer is raising winter wheat. The brilliant young clergyman, just out of college, supposed that all seeds were planted in the spring, and here he made his fatal error. While he was expatiating on the wondrous providence of God, as manifested through nature in the springtime, he suddenly turned to the openmouthed farmers who were drinking in his eloquence, and exclaimed: "Whoever heard of sowing wheat in the fall? A man would be a fool who did not plant it in the spring." That young clergyman had too much uncommon sense.

Strong purpose is another prime quality. Goethe says: "He who is firm in will molds the world to himself." And it is Longfellow who says:

"The star of the unconquered will
He rises in my breast;
Serene and resolute and still,
And calm and self-possessed."

The endowments of Nature we cannot command; but we can cultivate those given us. Men of great talents are inclined to do nothing, for want of vigor. Vigor, energy, resolution, firmness of purpose—these carry the day. Are any disheartened by difficulties?

Do you bend to the storm? If so you will accomplish little. Let men know that what you say you will do; that you are decided in your course; that once resolved you are not to be allured or intimidated, and you will command respect. A willful man should be uncommonly wise.

Another winning quality is integrity. It is fundamental to character. There is no real success without it. A man may have all capabilities, but if he be not trustworthy he is of little account.

A young man in Cleveland began life as collector for a bank. He was modest, persistent, but seemingly nothing beyond a collector. For eight years he plodded along, careful, accurate, but still a collector. Other men in the bank rose to high positions. At last there came a change, however. Another bank with large capital behind it was started. The President of the enterprise called on a business friend, and asked him if he knew a young man of implicit integrity. The collector, who had been working obscurely all these years, was mentioned. The capitalist engaged him and made him his chief officer in the great bank. So it is always. The man who does good and honest work is sure to be recognized in the end.

WAS IT DEWEY OR VANDERBILT?

Another quality necessary to success is sobriety. Temperance, I am informed, is one of the cardinal virtues of your organization. A rum-muddled brain on a locomotive is little better than a blind pilot of a ship. A gentleman of wide experience speaks of a well-known railroad millionaire who has his wine-cellar, his champagne refrigerators, and lives in a palace. But he keeps Pinkerton detectives to report any man in his service who dare have a bottle of wine or other strong drink in his possession; yet time and again he has been seen drinking his wine and champagne in the presence of his employees, whom he had forbidden to touch strong drink. The gentleman said: "Although I am a total abstainer, and a believer in the principles of prohibition, yet I believe in equal privileges and equal right to drink. Even a millionaire has no right to forbid his employees what he uses himself if they get it honestly."

They tried this system in the Sandwich Islands—the system of having one law for the poor and another for the rich. The natives were not allowed to use any kind of intoxicating liquors, while Europeans on the islands were allowed to drink to excess and indulge in wild orgies. The result was that the island became demoralized, and in the end the laws were repealed. It would have been well had the law prohibited every class from wrecking manhood with intoxicating liquors. But all restrictions were removed, and recently, when in the palace at Honolulu, I asked one of the royal personages the cause of the frightful mortality among the royal family. He said it was rum and the excesses growing out of intoxication.

CAPITAL AND LABOR.

Again I would repeat: "So run that you may obtain your right." You are one of the great labor organizations of the world. In the industrial world you hold a place of responsibility and honor. Much depends upon you in the adjustment of the vexing questions which arise between capital and labor.

You are not a mob clamoring for blood. You are not a faction brewing discontent among wage-workers. You are an organization of intelligent, thoughtful men, whose aim is to dignify labor—to secure the interests of laboring men and to promote the best interests of all concerned—both employer and employee. You have the courage of your convictions. To see what is right and not to do it is to show a want of courage. You are no craven cowards. You have organized, not for oppression, but to secure justice and righteousness.

In this Christianity is with you. Those who suppose that Christianity is on the side of the capitalist and the bondholder, as against the laboring classes and the poor, would do well to consider the teaching of Jesus in regard to the comparative merits of the rich and the poor. If they do so they will find that He is continually warning His hearers of the dangers of riches and telling them in the plainest terms that it is impossible to serve God and store up great wealth. Surely He condemns, commanding His dis-

ciples to do good and lend, hoping for nothing again. Those who heard His words felt it impossible to be rich and to follow Him.

Jesus recognized none of the artificial class distinctions which are supposed to be essential to the welfare of society, but shows the true relation of men to each other, telling the disciples, "All ye are brothers." "He that is greatest among you shall be servant of all;" and, again, "Thou shalt love thy neighbor as thyself."

"ONE GOD AND ONE HUMANITY."

The grand two-fold relation of the Christian religion is. One God and One Humanity. One good Father and every man a brother. The Christian conception of human life is sublime; every man is of value to God and has a place in His purpose and a part in His love. It is a grievous wrong that the rich fatten on the poor, that the idle grow strong on the labor and sweat of wageworkers. "May I not do as I like with my own?" is a heathen saying, not a Christian. Against this divine law the kings of the earth have established themselves and have taken counsel to prevent the spread of the belief in the brotherhood of mankind. The people have long walked in the darkness of ignorance, suspicion and fear, but now the great light of federation and unity has dawned and the imperiousness and oppression of monopolies are giving way to the blessings of world-wide love. Former things are passing away. The period of slavery is over. The wageworker holds out the hand of fellowship to all, linking the bonds of brotherhood about the hearts of those who have so long traveled alone.

Public sympathy in this direction is setting in with a strong current. This is peculiarly true of those who have given careful attention to labor organizations.

Mr. Ely, in the *Forum* for March, 1887, page 51, says: "If any man who has carefully studied the nature of labor organizations from life has ever pronounced against them, I have yet to find him."

Political economists probably are not more nearly unanimous in their views on any question of the day than they are in their approval of labor organizations. When representatives of the most prominent colleges and universities met at Saratoga to form the American Economic Association, it probably would not have been possible to find even one opponent of labor organizations among them all. Therefore, it may well be asked, Why is it there is so much confusion in the public mind regarding these labor organizations at a time when there is almost unanimity of opinion among those who have given the subject special thought.

In conclusion, I would say. So run your organization that it may command the confidence of the best people of the land. By so doing you will not only win, but you will increase your power for good, and your work will be of inestimable value to the world.

So run, as immortals, that you may attain unto eternal life. Life is a "run." It is a "run" from the cradle to the grave. The grave is the round house; the machine goes there, but the power that controls the engine does not remain in the round house. The machine grows cold; not so with the hand that controls it. The human machine goes into the grave, but the guiding spirit lives on. I hope that you have no doubts concerning this matter.

"If a man die he shall live again.

The soul, immortal as its sire, shall never die."

It is absurd to imagine that such a wonderful creation as the human body and the human soul and spirit that animate it should have been created for a few brief years. It is for immortality that man is born. Would the architect of the Great Eastern have been so foolish as to have constructed it and launched it for sailing on a pond?

There is nothing so precious as a human life. There is nothing so precious as our passing years. Yet men squander both. They throw these precious gifts away as if they were but dust.

A New York mayor was on a ferryboat with his little daughter. In the crush she was crowded into the river. A brave sailor, who was standing by, leaped into the flood, and at the peril of his life held the little one aloft until a rope was thrown to them,

and they were brought safely aboard the boat. The joy of the father was inexpressible. In speechless gratitude he clasped his child to his heart, then wrote a check for \$10,000 and handed it to the savior of his little one. The child grew up to be a woman, no doubt, and the father paid \$10,000 for perhaps fifty years of human life. This may be a low estimate; but if fifty years are worth \$10,000, who can compute the value of eternal life—of the joy and happiness and the unfolding of the precious soul through all the eternal ages?

CONVENTION NOTES.

In succeeding issues we shall dwell more particularly on the work accomplished by the Convention.

Grand Master Sargent's speech won for him stacks of high commendations from all who were so fortunate as to hear it.

The Convention adjourned to meet in Third Biennial Convention at Cincinnati, Ohio, on the second Monday in September, 1892.

The officials of the Southern Pacific were generous to magnanimity. They wanted the visitors to combine pleasure with business and contributed largely to their enjoyment and satisfaction.

The Native Sons of the Golden West, sturdy sons of a glorious state, endeared themselves to all the visitors by their bounteous hospitalities, which were tendered as freely as the vitalizing air of the Pacific.

We had the pleasure of making the acquaintance of Jesse P. Meehan, Esq., Superintendent Pullman Palace Car Company, San Francisco, to whom we are indebted for numerous courtesies, which we shall be glad to reciprocate when opportunity offers.

On September 8th the Native Sons of the Golden West had a Grand Promenade Concert, with tableaux of the Native Daughters, to which the boys and their wives were invited. It was gotten up on a grand scale indeed; everything is on a grand scale in San Francisco.

The grand ball given by the Native Sons of the Golden West, September 9th, was a brilliant affair. The Mechanics Pavillion was ablaze with light, and the music was of a character that Orpheus, had he heard it, would have immediately gone and hung his lyre upon the willows.

The great pleasure of meeting Mrs. Nellie Bloom, the poetess, whose numerous idyls have embellished the columns of the *Magazine*, was a treat which added to the enjoyment of our visit to the Golden Gate. Cultured and vivacious, with beautiful fancies forever thronging her mind, she writes, when in the mood, poems as sparkling as diamonds, and gives them to the public to gratify a disposition of sweet benevolence, thinking only of how she can make others happy.

The Convention convened September 8th and adjourned at 12:15 at night, September 15th. There was a loss of a day and a half on account of the Celebration of the Native Sons of California. This, with Sunday out, shows that the work of the Convention was done in five days and a half, the quickest work of any Convention of the Order.

We are under special obligations to the officials of the Illinois Central for the use of the baggage car which was attached to the special train. The same favor was conferred by the same company at the time of the Atlanta Convention, and the delegates, fully appreciating such kindness will be happy to reciprocate when the opportunity occurs.

The oration of Hon. Tom Fitch is a splendid production. It is a succession of gold nuggets interspersed with pearls and diamonds. It is electric light from the grandest dynamo on the Pacific coast. The delegates were delighted, beyond measure, and if kind wishes avail anything, the magnificent orator will live a thousand years, if he wants to.

Thanks are due the officials of the Southern Pacific Company for a complimentary excursion tendered the delegates over their road to Monterey, on Tuesday, September 16th. The excursion was one of unalloyed pleasure, and those who enjoyed the ride and viewed the splendid scenery were loud in expressions of thanks for the generosity of the officials.

The thanks of the Convention are extended to the numerous railroads throughout the country whose officials contributed in any measure to the transportation of delegates to and from the Convention; and in a special manner are thanks due and tendered to the officials of the Southern Pacific for numerous evidences of generous recognition and courtesies.

Prior to the departure of the special train, homeward bound, a magnificent gold-headed cane was presented to Mr. A. N. Towne, Esq., General Manager of the Southern Pacific Railroad. The presentation was made at the depot, by Vice Grand Master Hannahan, in a little speech felicitous and appropriate, one of Hannahan's best. The testimonial of regard was accepted by General Manager Towne most happily, and good fellowship prevailed. General Manager Towne is a railroad man of splendid abilities, and having grown up from a brakeman, knows a railroad from bed to bonds, tie, rail and ballast, everything from switch and coupler to an engine; and better still, he knows men, knows his men, treats them as men, knows the men who handle his trains and help him to achieve success.

The committee of arrangements, including the ladies' committee, worked hard and faithfully, and although the task was a severe one they succeeded admirably in carrying out the programme of the Convention, and to no one is more credit due than to Bro. T. J. Roberts, chairman, who, everywhere and at all times, worked with indefatigable energy to meet the requirements of the occasion.

The magnificent address of Bro. D. J. Brown, the veteran engineer, forever installed him in the affections of the delegates to the second Biennial Convention of the Brotherhood of Locomotive Firemen. We challenge the entire literature of the Order of Railway Trainmen for a superior address. It filled the bill, with enough left for a splendid banquet for an annual convention of the B. of L. E.

The Grand Convention Ball, under the auspices of the Brotherhood of Locomotive Firemen, given at Odd Fellows Hall, September 11th, met every expectation. The Hall was thronged with fair women and brave men, and was splendidly decorated. The music was so enrapturing that dancing was relieved of weariness, and had the night been as long as are enjoyed in Lapland, the festive throng would still have danced till broad daylight.

Officers and boards for the next ensuing term of the Brotherhood were elected as follows: Grand Master, F. P. Sargent; Vice Grand Master, J. J. Hannahan; Grand Secretary and Treasurer and Editor and Manager of the *Magazine*, Eugene V. Debs; Board of Grand Trustees, Daniel E. Berry, Wm. F. Hynes and Chas. W. Maier; Grand Executive Board, Harry Walton, Chas. J. Singleton, Thomas P. O'Rourke, John F. O'Reilly and Eugene A. Ball.

The special train provided to take the Eastern delegates to their far-away homes, left San Francisco on Thursday afternoon, September 18th, over the Southern Pacific to Los Angeles, from there to Barstons; the California Southern, from Barstons to Albuquerque *via* the A. & P., and from there *via* the Santa Fe to Chicago. The homeward trip, like that which took the delegates to San Francisco, had nothing to mar its continuous pleasure from start to finish.

The special train that took the great body of the delegates over the mountains and on down the foot hills and over the plains to San Francisco, was in charge of Vice Grand Master Hannahan. He was in his element, bland, courteous, amiable and watchful. The splendid train of Pullmans went over the Rock Island, Union Pacific and Southern Pacific in splendid style, without an unpleasant incident. The train left Chicago Tuesday,

September 2d, and rolled into San Francisco Sunday, the 7th, in the afternoon. All hands were tired but happy. Many of the delegates were accompanied by their wives, and it is needless to say that their presence gave a charm to the journey that nothing else could have supplied.

The thanks of the delegates are returned in full measure to the railway officials, by virtue of whose courtesy the special train was transported from Chicago to San Francisco and return and to all other officials who favored them with transportation over their lines. The favors thus extended were of great value to the delegates and knowing them as we do, we do not hesitate to say that "the boys" will gratefully remember and, when the opportunity occurs, cheerfully reciprocate every kindness shown them.

The sermon of the Rev. Dr. Case, measured by any standard, shows him to be thoroughly equipped for the work of winning men from evil ways to the flowery paths of virtue. He does not forget that he is in the flesh, nor does he intimate any anxiety to dismiss mortality for different surroundings. They will come, but the lesson is to be content with the present and so work that heaven shall begin here. No man can read the sermon without being benefitted. There may be better sermons in print somewhere, but we confess that we do not know where they are.

Our return trip over the Northern Pacific was made all the more agreeable by the unexpected pleasure which was afforded us by Mr. J. E. Phelan, Division Superintendent, who had his private car attached to the train at Dickinson and made us his guests from there to Mandan, one of the divisions of which Mr. Phelan has charge. Mr. Phelan, who, by the way, is still a devoted member of the B. of L. E., has risen by his own exertions from the position of locomotive fireman to that of Division Superintendent, having now charge of the Northern Pacific from Glendine, Montana, to Mandan, North Dakota. Although his advancement has been rapid and he enjoys the confidence of his superiors to the fullest extent, he wears his honors modestly and is without as unassuming as when "in garb of blue" he polished brass and shoveled coal. Such men glorify the possibilities of American citizenship, and their example invites to emulation all the sturdy toilers who have faith in themselves and in their ability to hew out their pathway to success.

DURING the past year the Switchmen's Mutual Aid Society paid out \$76,000 on death and disability claims. Such figures are more eloquent than words.

THE PINKERTONS.

The *Locomotive Engineer* remarks that "in no country but this could private individuals and firms hire a small army of toughs to protect themselves against interference by their employes, the public, or the civil authorities. Even Russia has no such curse as the Pinkertons. John Burns' speech before the Manchester workingmen, in which he declared that such an armed force in England would be torn limb from limb, their force met by force, and their bludgeons met by other bludgeons, has met with the approval of all England. The press generally declare that such a blight upon English civilization would not be tolerated. Whatever else is done about strikes on our railroads, the Pinkerton toughs have got to be dispensed with; they are trouble breeders, use their firearms upon a crowd, whether strikers or not, and the civil authorities of any city or state that tolerate them for one day should be held responsible. The people have a right to resist the sword by the sword, and if no other relief shall come, workingmen have a right to arm themselves and meet the Pinkerton army in a war of extermination." H. Walter Webb, to defeat his employes, employed Pinkerton thugs. He hired murderers, the vilest wretches to be found in the slums of New York and Philadelphia. These outcasts were armed to the teeth and were put on duty to kill. Is it not about time to hold up to universal detestation railroad officials who employ Pinkerton outcasts and outlaws, vagabonds, highwaymen, footpads and reprobates? How much worse are these abandoned wretches than those who employ them?

Chauncey M. Depew is president of the New York Central and Hudson River railroad. When the inhuman wretch, H. Walter Webb, was hiring Pinkertons, did Depew interfere with his superior authority and put a stop to the infamy?

There is not a word of such testimony on record. And yet, Chauncey M. Depew wants to be president of the United States.

Our acknowledgments are due and are hereby expressed to Mr. Angus Sinclair, Secretary of the American Railway Master Mechanics' Association, for a copy of the proceedings of the twenty-third annual convention of the association, which was held at Old Point Comfort in June last. The report is very exhaustive and abounds in matter of special value to those engaged in mechanical and scientific pursuits.

THE Pike's Peak Railroad is nearing completion, and next season, tourists for a small sum of money, will be able to go heavenward 14,000 feet, and enjoy Arctic temperature in July and August.

THE RIGHT OF A MAN TO WORK WHEN HE WANTS TO.

We reproduce the following from the columns of the *National Car and Locomotive Builder*, captioned "The Right of a Man to Work When He Wants To," numbering the paragraphs from 1 to 6 for our convenience:

Editor National Car and Locomotive Builder:

1. Is it not a little discouraging, not to say tiresome, to pick up a paper and see where some of the members of our many labor organizations have grown discontent with some of the officers that are managing our different railroads, and demand a change of the same, "or we will stop the wheels of progress, and allow no man to make an honest living until our just (or unjust) demands are satisfied." From what I can learn, the more intelligent and better thinking class of workmen are becoming thoroughly disgusted with such proceedings, and are heartily anxious for some form of Legislation where in they can feel assured, on returning to their post of duty, they will not be confronted by the committee and told that they must not attempt duty until "our grievance is settled."

2. Would any sane man attempt to start an enterprise or business unless he was certain that he could and would be allowed to say who his manager and his subordinates should be. Still we see the men on the Illinois Central railroad call for the removal of one of the company's best officers, because he wished to place men in positions of trust that he knew to be worthy and competent.

3. Mr. Webb says: "I have men that are not working to the interests of this company," and makes changes suitably to the company's interest. The consequence is, another "tie up." The community at large and all private enterprise is compelled to suspend operations until this "disgruntled" element is satisfied.

4. Railroads have come to be necessary factors in our system of life, and the country is entitled to their uninterrupted service, regardless of the disputes between employers and employes.

5. Cannot government aid be called and license our engineers and conductors so as to make them personally responsible for the delays of traffic, by giving each conductor and engineer a certificate for an examination as to his fitness for holding said position, examination to consist of mechanical ability, train rules, eye sight and bodily ailments, to ascertain if structurally weak—endowing the board of examiners with the power of fixing the salaries of these officers. The railway company would then be protected from any outside organization or interference and would secure a far more desirable class of men than they now have, and also do away with the pernicious habit of "seniority."

6. Then the public would not be compelled to ride behind incompetent or intemperate men and commerce would at least be partially protected.

A Reader.

For one, we are obliged to the writer.

He states propositions that have commanded attention and are being discussed in all parts of the country. They are vital propositions.

We shall not refer to these propositions *seriatim*.

We begin with paragraph 4, and quote a sentence.

"Railroads have come to be necessary factors in our system of life."

That is true.

But, my dear "Reader," before you was thought of, before railroads were thought of, before the railroad president, vice president and general manager were thought of, the workingman had "come to be a necessary fac-

tor in our system of life," and here we ask, by what process of evolution or of legerdemain, of sham and shame, trick or truckling, has the railroad or corporation gained an ascendancy over the man?

How has it come to pass that the railroads "in our system of life" have become a superior factor to the workmen—the railroad employes?

Again referring to paragraph 4, what is the nature of the "disputes between employers and employes?"

We answer, these disputes generally relate to wages of the employes, to hours of work, to the arrogance and degrading manners and methods of some subordinate boss. In such cases the lickspittle, like "Reader," assumes that the "railroads have come to be necessary factors in our system of life," and that the employes are not "factors in our system of life."

"Reader" glorifies the railroads; it is a sort of fetish to him, for, says he, "the country is entitled to their (the railroad) uninterrupted service, regardless of the disputes between employer and employes."

In this we have "Reader's" total disregard of the rights of employes. They may be wronged, cheated, degraded, starved, subjected to poverty and squalor, and the "country" is to look on, seriously neutral, unconcerned, indifferent and unmoved. The railroad, according to "A Reader," is the prime factor in "our system of life," and the employe is not to be counted as a factor "in our system of life." For the employe to dispute the right of the employer to wrong him, to degrade him, to enslave him, is a matter in which the "country" feels no concern, and "A Reader," who evidently reads little and reasons still less, appeals to the law-making power to supply the railroads with appliances by which employes, like dumb driven cattle, shall do their bidding. "A Reader" sounds his battle cry and beats his war drums too late in the day.

It will be noticed that "A Reader" in paragraph 5, appeals to the "government" to come to the rescue of the corporation to "license engineers and conductors, so as to make them personally responsible for the delays of traffic."

We have italicized a word or two to bring into prominence, as Josh Billings would say, the essential "dampfoolism" of "A Reader," and yet this idiotic twaddle in some circles is being treated as sensible talk.

Engineers and conductors can't run trains, and no law of congress or of legislatures, could clothe them with the power to secure regularity of traffic or prevent delays.

Indeed, if the government is to run the railroads, we surmise the licensing business will begin with higher employes than engineers and conductors.

It occurs to us the examination will begin

further up the ladder of power and responsibility.

Should such be the case a good many presidents, vice presidents, general managers, master mechanics, etc., would be likely to step down and out. At any rate, when the government takes a hand in the business, railroad employés and all other workingmen will have a voice and a vote in the matter, and the salaries of the big ones as well as the little ones will be fixed by law, or by the board of examiners.

Such stuff is really beneath contempt, besides, engineers and conductors, are not more necessary to run trains than firemen, brakemen, switchmen, telegraphers and others that could be mentioned.

If one is licensed all would have to be licensed, else the whole business would tumble.

Referring to paragraph 2, we have a question, which "A Reader" doubtless believed was a *poser*. It is a foolish interrogatory, because all men in starting enterprises, running railroads, or anything else, do select their managers and subordinates. They hire whom they please.

Officials, without regard to the amount of capital they have to back them, can't start a train; they are absolutely powerless. They must hire several thousand trainmen, engineers, firemen, conductors, brakemen, switchmen and others. These men are as important factors in our system of railroad life as the bosses. The country so regards them.

The point is, shall they be treated as men, or as beasts? If as the latter, they will protest, and they will demand that the catiff—the subordinate lickspittle be removed. Nor is there a man with any claim to decency who will attempt to shield the vulgar parasite from merited condemnation.

The organizations of railroad employés have a history. It will bear the severest scrutiny. That they have made mistakes, as we have said goes for nothing. Corporations make mistakes.

These organizations have been in the past, and are now eminently conservative.

Their members are long suffering. They do not indulge in threats and bravado. As a rule, their demands are just, and as a rule they have been granted, in part at least, demonstrating that justice was on their side.

Of all the organizations of railroad employés, that can properly be designated as such, not one of them desires governmental oversight.

They are engaged in bringing the employé and employer into harmonious relations and by all honorable means, while endeavoring to legitimately promote their own welfare, are not less considerate of the welfare of others.

We have on our table the *Railway Conductor* for September and October. In glancing through the editorial department of those issues, we note with no little satisfaction that the trend of the editor's thought relating to federation is steadily becoming more encouraging.

Referring to the strike on the New York Central, the editor says:

The contest is one which must be of interest to conductors generally, and the Knights should have and undoubtedly do have the sympathy of the Order on the Central as well as elsewhere. So far as we are informed, no aid has been asked of them and it is not likely that they will take any part in the strike unless forced to do so by the action of the company. They certainly will not take the strikers' places and will undoubtedly aid them unasked, to the extent of declining to take out any trains that are not properly manned by safe men.

In the October issue the editor says: "That federation will decrease, if not entirely prevent strikes, can hardly be contradicted." You are right in that, Mr. Editor. Federation will not only decrease strikes, but will create better conditions for railroad employés. With federation perfected as it will be, and as is being done, we doubt if conductors will be discharged by wholesale at the behest of spotters. If workingmen are driven into exile and into idleness, federation will seek to know the cause. Federation is a good thing, and so far, no half way decent objection has been formulated by its enemies.

MRS. IDA A. HARPER.

We do not write to introduce Mrs. Ida A. Harper to the readers of the *Magazine*, but to say that she is now not only the brilliant editor of the Woman's Department of the *Magazine*, but occupies a position on the editorial staff of the *Indianapolis News*, a paper that employs only first-class talent.

We regard the fact of Mrs. Harper's recognition by such a paper as the *News*, as a compliment of a high order to the *Magazine*, where her work and worth have won for her a national reputation as a writer of splendid equipments.

There are few women in America who wield a more vigorous pen, nor do we hesitate to say that, when occasion requires it, Mrs. Harper displays masculine comprehension of current topics, and brings to her task such cogent arguments and such a mastery of logic, that she need not shrink from combat with men who think they know it all.

We congratulate Mrs. Harper upon having entered a broader field of journalism, where her mental endowments will not be cramped for space, and where her audience will be large and as select as any paper in the State could offer.

On June 30, 1889, the Canadian railway system had a mileage of 13,324, an increase in eight years of 5,378 miles.

AMERICAN FEDERATION OF LABOR.

We are in receipt of the following circular issued from the Headquarters of the American Federation of Labor, 21 Clinton Place, New York City:

To the Trade and Labor Unions of America, Greeting.

FELLOW WORKMEN: In pursuance to the provisions of the Constitution of the American Federation of Labor it affords me pleasure to call upon the hosts of organized labor of America to send their representatives to the 10th annual Convention to be held at Clauson's Hall, 36 Miami Avenue, in the city of Detroit, Mich., December 8th, 1890.

In issuing this call it is but necessary to mention the fact that though the past has been full of success in our movement, it behooves us to gird on our armor, with renewed energy, devotion and self-sacrifice to continue the battle for the material, moral and social improvement, and the hoped-for ends the Trades Union movement of our time and country is destined to achieve.

The recent movement begun to reduce the hours of labor has been crowned with such success, the whole column of organized Labor has advanced with such rapid strides for improved conditions, and the Trade Unions have received such an impetus from surrounding circumstances that the toilers of our country have become more and more convinced of the advisability and necessity of gathering within the fold of our organizations.

On the one hand the corporate and speculative classes have become more arrogant in their efforts to intimidate and crush out the spirit of the toilers by methods hitherto unheard of in labor difficulties; and on the other, the demand of the wage-workers to be larger sharers of the product of their toil has become so loud and impressive that the forthcoming Convention of the American Federation of Labor will, without doubt, be the most important gathering of labor's hosts within the annals of history. We cannot allow any retrogression in the natural development of our movement. The watchword of organized Labor must be upward and onward.

I therefore call upon all National and International Unions, State Federations, Central Labor Unions, Trades Assemblies, Local Unions and Federal Labor Unions, which are affiliated to the American Federation of Labor and entitled to representation, to elect their full quota of delegates they may each respectively be entitled to, to attend the 10th annual Convention of the American Federation of Labor. The convention will be called to order at 10 o'clock in the morning of December 8th, 1890.

Representation in the Convention is upon the following basis: National and International Trade Unions one delegate for 4,000 members or less; two delegates for 8,000; three delegates for 12,000; four delegates for 16,000; five delegates for 20,000; and so on. State Federations, Central Labor Unions, Trades Assemblies, Local Trade Unions and Federal Labor Unions one each, respectively.

The per capita of delegate tax of the organization must be paid up in full and the organizations must have received a certificate of attendance at least thirty days prior to the Convention, or the delegates will not be entitled to seats therein.

Accommodations have been secured at the Griswold Hotel at 100 cents per day.

Traders, all Trade and Labor Unions of the country entitled to representation to send their delegates so that the convention will not result from our joint counsel and deliberations, I am

Fraternally yours,

SAMUEL GOMPERS,

President American Federation of Labor.

Attest: GEORGE EVANS, Secy.

WM. MARYEN, 1st Vice-President.

P. J. NEASE, 2nd Vice-President, L.A. Com.

HENRY KROVETZ, Treasurer.

P. N. B. Long this call to the notice of your Unions. Labor and friendly papers please copy.

The American Federation of Labor has become a potent force in labor affairs. Un-

der the administration of President Gompers, the Order has expanded to continental proportions and its influence is now felt throughout the length and breadth of the land. That the coming Convention may achieve still greater victories for the Order is the ardent wish of the *Magazine*.

THE GENERAL MANAGER DICTATES.

A contemporary remarks that "the directors of the Pennsylvania, west of Pittsburg, have recently adopted a resolution granting additional aid to sick or injured members of the relief fund under the following conditions: When members of the relief fund have drawn benefits therefrom, on account of disability or sickness, for the limit of fifty-two weeks therein prescribed, and are still incapacitated for duty, the general manager, after investigation and report by the superintendent of the relief department, shall make such recommendations as the merits of each case shall warrant for the action of the board, and pending such an investigation and action, such members shall be entitled to receive sick benefits at one-half the rates received during the fifty-two weeks, and, after definite action upon the case, such amounts as the company may authorize to be paid, based upon the member's classification in the relief fund and the length of his faithful service with the company."

The men pay the money, but the general manager and the superintendent determine how much the sick or disabled employee shall receive, and the longer he is sick the less he gets.

OUR BROTHERHOOD.

The Creston, Iowa, *Advertiser* says: Among the strong and growing labor organizations of the United States, the Brotherhood of Locomotive Firemen stand in the front ranks. The members of that organization have recently held their biennial convention at San Francisco and their grand secretary's report showed that, during the years of 1888-89, the members had contributed over \$400,000 to help the strikers on the Burlington road. And now the organization proposes to erect a fine building of their own in the near future, and they have the money to pay for it too. The Firemen's Brotherhood has had a wonderful growth since its organization in 1875, and now they propose to have some property for the use of their many thousands of members.

B. H. GLOVER, the President of the Farmer's Alliance, it is said, fifteen years ago went to Kansas, almost penniless. He now has 1,600 acres of splendid land and has herds of horses, cattle and hogs. He must have struck "pay dirt" early.

EX-MAYOR HEWITT, OF NEW YORK, ON CAPITAL AND LABOR.

Some time since ex-Mayor Hewitt, of New York, read a paper before a convention of iron and steel manufacturers of Europe and America. The New York Times reports him as follows:

"The ability of the United States to supply the iron required for the continued progress of the country and the march of civilization throughout the world," Mr. Hewitt continued, "depends upon the establishment and maintenance of friendly relations between the employers and the employed engaged in the work of production. We are thus brought face to face with the most serious problem of the age. It cannot be denied that the relations between capital and labor are far from satisfactory. The solution, when it comes, must be based upon justice; and it cannot come until public opinion is definitely made up as to the rights and duties of the contending parties. Meanwhile, the severity of the struggle may be greatly mitigated and the final outcome accelerated if certain fundamental principles, which have been established by the experience of mankind, are kept steadily in view and rigorously applied as each new complication shall arise."

Those "fundamental principles" Mr. Hewitt set forth in great detail. Individual liberty was paramount; but in a country where the popular will ruled there should be no resort to private or personal force to rectify wrongs. If the law is not strong enough the legislatures should be made to strengthen it.

"It is the equal right of employers and employes," he said, "to form combinations to advance or reduce wages, or establish or resist legislation. Neither has the right to force the other into submission except through the machinery of the law. Strikes and lockouts are therefore equally indefensible on the ground of justice, and can only be tolerated in the absence of provisions for the submission of grievances to the adjudication of competent tribunals. Boycotts and lockouts are, in effect, declarations of private war to be stamped out by prompt and severe punishment."

Mr. Hewitt then went to the question of arbitration. The unions of employers and employes, he said, prepared both sides for argument. In England the plan of voluntary arbitration had been in vogue since 1859 and had, in the main, worked satisfactorily. Official arbitration, however, created by the law of 1872, had not been found acceptable to either party. The question of wages was fundamental, and by voluntary arbitration nearly all disputes have been settled. All that was necessary was a fair umpire whose decision should be absolutely final. The voluntary arbitration had been so successful elsewhere that Mr. Hewitt believed it would rapidly be adopted as the only system in this country.

"It is manifest," Mr. Hewitt went on, "that this method of settlement involves publicity as to the profits of business. There is undoubtedly great reluctance and some ground of objection to the disclosure of costs and profits, but as a matter of fact, the transfer of business to large corporations has really made this information public property, and in the iron business there is no longer any pretense of concealment either from stockholders or competitors. Surely, then, there remains no valid excuse for denying to the workmen the information necessary to enable them to formulate reasonable demands, and it is to the interest of the owners to give this information inasmuch as the margin of profit on manufacturing operations is now narrowed down to the small limits consistent with a moderate return on the capital employed. There is so much misapprehension on this point in the public mind that I am inclined to say that in the great staples of trade it is exceedingly difficult to get an adequate return for the capital employed."

Mr. Hewitt is regarded as one of the foremost thinkers of the times. He is an employer. He comprehends the rights of American citizens. He boldly concedes the

right of workmen to combine for the purpose of advancing wages and to "establish or resist legislation." Such rights are not peculiar to the employer. It being a right which workmen have to combine to advance wages or to establish or resist legislation, it is manifest that employers have no right to inflict penalties of any kind upon workmen for the exercise of their rights. This they have done in the past and they are doing it now.

In view of such facts what ought to be done?

The answer is ready. There should be a law making it a felony to discharge a workman because he is a member of a labor organization. This penalty has been inflicted upon Knights of Labor by H. Walter Webb, and may at any time be imposed upon members of other labor organizations employed on the New York Central.

Mr. Hewitt says workmen may combine to "establish legislation." There is no doubt about it, and the important work of restraining the devilishness of some employers cannot be too soon entered upon by the wage-workers of the country who are members of organizations.

The *Western Railway*, of which Cy Warman is editor and manager, refers to the B. of L. F. in a recent issue as follows:

The firemen did a good piece of work when they re-elected all the grand officers at their last convention. They are grand officers in every sense of the word. Hannahan is a good, honest and conscientious man. Sargent distinguished himself during the New York Central strike, and as for Debs, just read his *Magazine*. No organization stands better before the public to-day than the Brotherhood of Locomotive Firemen. They have had but few strikes in the past and when they have struck they have had the sympathy of the public in most cases. Labor organizations should not be judged by the number of strikes they have won, but by the number of strikes they have avoided. What organized labor wants is a decrease in the number of labor leaders who never labor and then strikes will decrease.

The following testimonial to Messrs H. R. Eagle & Co., whose advertisement appears elsewhere in these columns, has been handed us and we cheerfully give it to our readers:

Messrs H. R. Eagle & Co., 68 Wabash Ave., Chicago, Ill.

I want to say that I have bought groceries from you for some years and always at a good price and saved money. I should be glad to have other members patronize you, and know that you will please them.

W. H. Freeman.

Ex-Chief of Police and Vice Committee.

Division No. 30, East 1st St.

P. O. Box 17.

Michigan City, Ind.

Sept. 22, 1890.

The Fireman of the Household is the name of a vividly interesting story of American railroad life, which begins in a review of *The Fireman*, an old story number will be found a striking article in which is told of the death of the true hero, why the author is a devotee of liberty, and the author's life in the fire or fire on the Union prisoners, who he is saving through the famous tunnel. *The Fireman* is a clean paper with no parent need fear to trust in the hands of his children.

A CAPITALISTIC VIEW OF THE SITUATION.

Our attention has been called to the following article, which appeared in the *Chicago Sentinel*. It has attracted no little attention, and its careful perusal will awaken, we believe, serious reflections. The article is captioned "Go to war, and thus exterminate the troublesome and discontented lower classes," and is as follows:

The editor of the Dayton, Ohio, *Workman* is responsible for the statement that the following is a copy of a letter from one capitalist to "Sam" one of his friends:

NEW YORK, August 1, 1890.

FRIEND BIRKLEY, Dayton, Ohio: Yours of 25th ult., came to hand in due time, but I confess my inability to fully and satisfactorily answer the questions you propound. Indeed they have been a source of great annoyance to most of us who have great capital invested in various ways. The future political aspect is anything but encouraging. My only hope in the future is the ignorance of the masses, and their susceptibility of being used by us just as we have used them. I will therefore try to answer your questions from that basis. You ask: "Does the present agitation among the lower classes—I mean all laboring classes—indicate a reversal of power from our hands into theirs?" Next, you ask, "Will the agitation likely amount to anything in the long run, or rather in time?" To your first interrogatory, I will answer, that I do not think the lower classes capable of conducting what now seems to be a war upon the upper classes for the following reasons:

They are by no means united, neither in organization nor in objects to be accomplished, much less are they sufficiently informed upon the real condition they are in. To explain. There is, for instance, the great organizations fighting each other. Powderly, Gompers and all the leaders are at war with each other, therefore the various organizations are each at war with all other organizations. Just so long as these leaders fight each other, we will have nothing to fear. Now it is evidently our policy to keep them fighting each other. The result will be, a final breaking up of these organizations. The fact is apparent, that neither the leaders nor the members have the first glimmer of common sense or they would long since united their forces and compelled us to give way step by step, nor need we fear of their ever uniting upon any one great controlling principle. All that they can perceive is an advance in wages, and even if we have to concede a little in that way, it's only a question of time, and that a short time, when improved machinery and growth of population will increase the number seeking work, so that wages naturally will tend downward. These men do not understand yet that they ought to direct their fight and energy at the root of the subject. I am still more positively convinced when I look at the various branches of industry, both productive and distributive, I see a sort of pride among the one branch or other which precludes all possibility of unity. For instance, the clerks in the various branches of distribution imagine themselves as superior, and will not associate with those whom they regard as laborers. We need fear nothing so long as this pride exists among the various branches of wage workers. We, of course, can see no difference, but we must keep this antagonism alive and nourish it. Looking all along the apparent line of battle, I see no reason for fear. They can not now, nor is it at all probable that they will, unite forces, nor strike at the root, which is so deftly covered up, that it requires great study and patient inquiry to learn where their trouble comes from. The only body that may, and it does, cause any trouble is the Knights of Labor. It seems to me, as far as I can learn, they are the only organized body that is educating themselves and are hunting for the root. The very fact that they realize that the wage question is not the root, makes it ominous for the future. But all other organizations are at war with them, and it must be our settled policy to wipe out their organization. We in the east are contributing to a fund to

keep up the fight between the Unions and the Knights of Labor. I am glad to be able to say we are succeeding in this line.

There remains only one other cause for apprehension, and that is when any of the K. of L.—assembly is what they call them I believe—break up they join some other organization and instill into them that devilish persistency of hunting up the root, and thereby increase our enemies. So far they have succeeded, at least in a measure, to stir up the farmer, and others sufficiently to give us trouble. The only remedy I see is to take the right of franchise from them and place the control of government entirely beyond their reach. You know the methods that are now being sought to accomplish this, and if it fails some other similar method will have to be adopted.

We need have no fear of the Republican working classes. We can always have these fellows to vote our way. The fact is, they are so far under our control that they will not listen to any unless it is "simply pure" Republicanism. Our policy in the near future—as soon as Congress adjourns—will be to employ every available Congressman, and also those who are in any way able to speak in public to stump the country, and continue this until we have again turned public sentiment in our favor. This will require much money, but even if it does, it must be done no matter how much. If it comes to the worst we can soon get up a war with England. We have sufficient cause now, and can at any time force a war. The monied men of England, at least a goodly number, are in accord with us on that line, for they also are having a serious fight with the lower classes, and the way out of this whole muddle is war—to kill this discontented and troublesome horde both in England and here. War will give us pretext for what we want, and the poor fools will be only too glad to kill each other off.

Now, I have answered both questions in one, have done so in a more extended form than I first intended, but I realize that it is the only way in which to convey a clear conception of the whole situation.

I need not caution you to destroy this letter as soon as read, for fear it might through some mishap fall into wrong hands. If you wish further information regarding the organization I wrote to you about in my former letter, I will give it with pleasure, but it must always be in cipher, to avoid all possible chance of it becoming known. Yours, etc.,

Sam.

The letter, written by a capitalist, sounds as if it had been written by Austin Corbin, Chauncey M. Depew, or H. Walter Webb in "strict confidence," but whoever is its author, he should be credited with a clear comprehension of the situation.

The hope, and we may say the only hope of the capitalistic class, is to divide, and estrange labor organizations. In this division and consequent wrangling, lies the success of the trust barons, the monopoly moguls, the employer dynasty of the country. They see, with organization and federation on the part of workingmen, a number of things which disturb their repose.

One of the shibboleths of the times is, "There is room on top"—and the men, the capitalistic writer designates as the "lower classes," are seized with the idea that they can get "on top" by organization, and they are climbing to higher elevations. The capitalistic class, their sycophants and lick-spittles, parasites and flunkeys, their spaniels, toad-eaters, time-servers and flatterers, see the hand-writing and are alarmed, and seek to solace themselves with the belief that existing infelicities in labor organizations will eventually break them up and

scatter them, as wolves and dogs scatter sheep.

They say, "it has been so in the past, and will continue to be true in the future."

That they tell the truth of the past, cannot be contradicted. Do they speak as advisedly of the future? We think not. The present rebukes their prophesies. Workmen, and particularly railroad employes, engaged in moving trains, pronounce their predictions vagaries. They are federating—wranglings are silenced. Firemen, conductors, brakemen and switchmen are in line under a federated banner. The telegraphers are seeking admittance; the engineers still stand aloof. How long Mr. P. M. Arthur and Mr. Chauncey M. Depew, can hold back the swelling tide of thought and conviction in that great Brotherhood, we are unable to say. Our conviction is, however, that Mr. Depew, though he receives \$50,000 a year will prove unequal to the task which Vanderbilt demands he shall perform in the interest of his "great properties."

Mr. Depew has won a national reputation as an after dinner speaker. He is said to be witty if not wise. With his stomach crammed with viands such as kings devour, he may captivate his exhilarated comrades, and he may drink in the delusion, that the cheers at the bacchanal feast, means the triumph of corporation Belshazzars, the Vanderbilts, Goulds and Corbins, but as certain as that

"Truth crushed to earth shall rise again."

these oppressors of labor, will eventually find their dwellings with "wild asses or domesticated donkeys," while workmen, true to ennobling aspirations, will march steadily forward in securing and in maintaining their rights.

DEATH OF ED. F. O'SHEA.

We record with feelings of profound sorrow the sad and untimely death of our friend and co-worker, Ed. F. O'Shea, late Grand Secretary and Treasurer of the Brotherhood of Railroad Trainmen, who departed this life in Denver, Col., on October 15th. A man of fine physique and robust health, in the very prime of his young manhood, a more unexpected message never flashed over the wire than that conveying the intelligence of the death of Ed. F. O'Shea.

In the following, which we clip from the *Rocky Mountain News* of October 17th will be found the particulars:

Ed. F. O'Shea, one of the brightest and best railroad men in the country, is dead. He was not only popular but loved by a larger circle of acquaintances than almost any other man of his age.

He was the Contracting Agent of the Southern Pacific, Houston and Texas Central Railways and Moran Steamship lines, and fifteen days ago left his office apparently in the best of health, as hearty and robust a man as could be found anywhere, but

the demon of typhoid fever attacked him, and day by day his strong constitution gave way to its ravages, until he died Wednesday afternoon at 3 o'clock.

His funeral will be held to-day at 10 A. M. and will be attended by a number of railroad organizations, including the Union Pacific switchmen. He came to Denver last January and began his business career as Western Manager of the Massachusetts Mutual Benefit Association, and only accepted the position he held at the time of his death about a month or two ago.

He was a native of Illinois, and was born in September, 1830. When 17 years old he graduated from the Western Business College of Galesburg and the next year entered the service of the Chicago, Burlington & Quincy Railroad, and as brakeman and yard foreman he remained with that company until 1882, when he entered the service of the Minneapolis & St. Louis at Minneapolis. In 1883 he again returned to Galesburg and was braking on the "Q" when called to the Grand Lodge of Railroad Trainmen.

Up to the time he came to Denver he was Grand Secretary and Treasurer and Editor and Manager of the Railroad Trainmen's Journal. At the present time his brother Henry is in the toils of the same fell disease, and has been unconscious for a number of hours. When Mr. Delaney, Commercial Agent for the same lines with which the deceased was connected, heard of the death of his friend he was completely overcome by the news and now lies ill at home of nervous prostration.

In speaking of him some time ago, the Railroad Trainmen's Journal said:

He is a man who, more than any other individual, has directed the course—indeed, we might say, constructed the foundation—of the Brotherhood of Railroad Brakemen; and to whom the organization, now the Brotherhood of Railroad Trainmen, is very much indebted for its present stability. This is saying a great deal, but is the simple truth; and to say less would not be the act of a reliable historian.

Every word the *News* speaks in commendation of our late Brother O'Shea is true. He was a man among men, and those who survive him are not required to restrain their generous impulses in writing his obituary. He possessed in a full and rounding measure all the qualities that adorn character and dignify manhood.

During his five years service as Grand Secretary and Treasurer of the Brotherhood of Railroad Trainmen, he worked with indefatigable energy to promote the interests of that Order, nor was he indifferent to the welfare of other organizations of workmen, who always found in him a staunch supporter and steadfast friend. Called into official position at a critical period in the history of a young Brotherhood, it at once began its march on the highway to prosperity and success. From that day until of his own accord he retired from active official participation in the Brotherhood's affairs, Ed. O'Shea discharged with unrelaxing fidelity every obligation his office imposed and when he withdrew to private life, he had the proud satisfaction of seeing his cherished Brotherhood among the foremost in influence and power in the land.

Neither monument nor high-wrought eulogistic phrase is necessary to perpetuate his name or enshrine his memory in the grateful affections of his fellow-men.

On the Lake Shore Railway, all new freight cars are to have air brakes.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the *fifteenth day* of each month.

Federation and Relief Funds in Australia.

In Australia on the other side of the globe they do many things far different from us, for do they not have their winter in our summer months and their summer in our winter months? Does not their north wind blow warm and their south wind blow cold? And, standing on opposite sides of the globe, they call our up down and our down up. In spite of these differences we are greatly pleased to find that there are points on which we can fully agree with the inhabitants of that far away land, and that these points are federation and relief funds. The railroad men of that country have combined and formed what they call the New South Wales Amalgamated Railway and Tramway Association, which seems to take in nearly every class of railroad men. In their official organ the *Review* they have reproduced the article on Federation from this *Magazine* and are in full sympathy with us on that subject, as appears by the following in regard to so called Relief Funds which we clip from the columns of the *Review*:

"It appears that we are to have a compulsory benefit society introduced by the Commissioners after all. We say introduced, because if the men once thoroughly understand the matter and all its consequences, there will not be the slightest chance of its being carried into effect. On the L. and N. W. Railway an old established Fund was broken up owing to the system of slavery which it imposed on the men, and so fond were the company of the vast and unjust power which the existence of the Fund gave, that it was not until the utmost pressure had been used, not until the Directors had been shamed before the House of Commons, that even liberty to take a vote on the matter could be procured by the members of the Society, who, by departmental fiction were supposed to have the management of it. On the N. E. Railway the company sought with the greatest determination to force a similar society on their employees. But they were met with equal determination, and as a Bill had to be got through the House of Commons before it could be brought into operation, the men felt so keenly on the matter that they made their voices heard effectually even in that august assemblage, with the result that the company's philanthropic endeavor was first scotched and then killed. These men had seen too much of the iniquities of these Funds on other lines, and would have none of them. Then we had the South London Gas Stokers' strike. These men struck because the Company wanted to give them a share of their profits. At least, so the Directors said, but the men saw the cloven hoof through the sham philanthropy and would have none of it; and at the cost of great suffering and privation to themselves, cost the company £25,000 and beat them in the end. In New Zealand the first night between the Cornish Locomotives and the men was on this compulsory insurance scheme, and the men won the day. In those and only just lately, the same night has been got against the men have made won. The President of the Amalgamated Association in the news even in favor of the scheme, but the tide was so strong that it carried the compulsory scheme, and him as well as he, but it is a thing we are strictly sorry for, as Mr. T. D. B. is a true Unionist, an excellent tradesman, and an extremely capable man. Being a member of the Amalgamated Society, he had a severe struggle over it, and ultimately, by the aid of sympathy and advice from the men who have been in a state of mind for some time. The Sydney Tramway and the London Company, among the same thing at the very time. It is a pity that it always is under a

great show of solicitous philanthropy, the motive is always much the same. It is Unionism that is threatened, and Unions must meet and fight these things wherever they show, for the fight is one for their very existence. We shall deal with this matter more fully in a future issue. There is a mass of irrefutable evidence, all dead against the imposition of any such scheme, and we shall be able to show such a case against it, that we are persuaded that the men will meet it with sternest opposition, and that the people's representatives will never pass a measure which could not but have the effect of putting a dog chain around the neck of free men."

The foregoing re-echoes the sentiments from time to time expressed in these columns in condemnation of all schemes of "paternal care" fostered by big companies, for which the men have to pay and the virtue of which they are enslaved.

Relating to a Train Order.

MR. EDITOR:—A controversy has arisen here in regard to the meaning, or, more directly speaking, the executing of a certain order. And as all engines expect to run an engine some time, they should have a clear understanding of all orders. So, boys, and let us know your opinion upon the order that puzzles so many on the Cairo division of the Big Four.

First—An explanation as to the running of trains. Even numbers of trains run north; odd numbers south; north-bound trains have right of track over south-bound trains of same class. The train dispatcher will not run a train as an extra; that is, an engine carry white signals, unless there is absolutely no way of getting out of it—out of which arises the controversy.

Second—Train 18 leaves Mt. Carmel at 11 o'clock P. M., and is a through freight to Danville, a terminal station, but a great many of their loads go out of Paris, a station between Mt. Carmel and Danville. So many of them, at least, that it is unnecessary for a second or third section of train 18 to go all the way to Danville, but proceed back to Mt. Carmel from Paris, letting the first section of train 18 take all of their Danville loads.

Third—Train 18 arrives at Paris at 7 o'clock A. M. Since we have only a small number of trains on the road, and all trains out of Paris, according to schedule time, are due out of Paris more than 12 hours after which time a train loses its rights, the question arises with the train dispatcher, how can he get an engine that came upon the second section of train 18 back to Mt. Carmel without running it as an extra, that is, without its carrying white flags?

Fourth—A local freight is due at Paris at 9 o'clock A. M., and is known as train 13; so the train dispatcher gives the train men that came upon the second section of train 18 an order to run as first section of train 13 ahead of time.

Fifth—Now for the dispute: Suppose the train men got an order at 7 o'clock A. M. to run as first section of train 13 ahead of time from Paris to Mt. Carmel, can they, or can they not, leave Paris at 9 o'clock A. M., the time of the departure of train 13 from Paris; or in other words, does the order mean to leave Paris ahead of time?

Come, boys, which do you say, before 9 o'clock, 9 o'clock, or after 9 o'clock? Yours

MT. CARMEL, ILL., Oct. 21, 1890.

CAIRO, ILL., October 4, 1890.

MR. EDITOR:—I noticed a letter in the *Review* from Brother C. M. Moon in regard to insurance, and desire to say that I am with Brother Moon in this respect and can't see why we should not have as he says, "an arrangement" where we can have all our insurance in our own order, as insured in the Travelers, and it costs more a year, which I would much rather pay, than the F. There are nine out of ten of our brother firemen here insured in either the Travelers, or the Standard and all of them, I think, would rather pay the B. L. F. Hoping to hear from some other brother on this subject, I am fraternally

NATURAL GAS.

There is nothing which make men so sick as to read
Resolutions of organized gush;
They amount to no more for a poor fellow in need
Than a spoonful of wind flavored mush;
Give them something substantial to help them along,
And their courage will quickly increase;
Tis the best way to chorus a stave of a song
To the tune of "five dollars apiece."

Oh, I've noticed some airy tongued blatherskite chaps
Resolving, debating and such;
They were first to slink off when we passed round
the caps,
Not a cent could be got from their clutch;
They are dress-parade soldiers for holiday fun,
With their stripes and their sashes so fine;
But, with foemen ahead, they'd the first be to run
For their lives to the rear of the line.

Resolutions agra! They amount to no more
Than a smell when one's hungry for beef;
They are squibs as compared with artillery's roar,
And afford no substantial relief.
I have noticed that those who are loudest to shout
They would give their last cent for success,
Are the first to desert the brave fellows when out,
In their moments of direst distress.

Fellows talk about giving up houses and lots
To enable their brothers to win;
How the guns of their mouths fire continuous shots,
Till the echoes rethunder their din!
When the time comes to pay their assessments we've
known
All their niggardly hearts to stagnate,
The poor fellows encouraged must go it alone,
Or exist on their blatherskite prate.

May we never again have occasion to hear
Irresponsible parties proclaim,
With their mouths all agape from the chin to the ear,
What they'd give to be sure of the game;
Such blank cartridge explodes in a volume of smoke,
It amounts to no more than the noise;
Put some coin in the guns for bombarding the yoke
That is crushing the backs of the boys.

Shandy Maguire.

The Car Inspectors' Protective Association.

COLUMBIA, O., October 10, 1890.

Editor Locomotive Firemen's Magazine:

I have been silent for some time, but not unobservant of passing events, and now, as I have some leisure on my hands, will ask you for so much space in your *Magazine*, as will enable me to state a few propositions.

To begin, I will say I have enjoyed the privilege of visiting a number of cities recently, my mission being to organize Lodges of the Car Inspectors' Protective Association, and have the pleasure of stating that I have organized Lodges in Cairo, East St. Louis, Chicago and Louisville, Ky., and have applications from all parts of the country for the organization of Lodges of the Order, and will start this month on an extended tour to all of the large cities, for the purpose of organizing Lodges.

Organization is the watchword everywhere, and I ask all car inspectors to interest themselves in the welfare of our association. The importance of the work the car inspector is required to perform about a railroad, should be better understood by the public at large. It is well known by all railroad men, that the service is incomplete without the services of the car inspectors. Many things of vital importance to the safety of a train are overlooked by careless eyes, but the car inspector discovers them, and is in a large measure held responsible for the safety of trains and passengers. This being true, the car inspector is quite too often forgotten by the traveling public, and by railroad officials also. If the public knew, as railroad officials know, of the importance of the duties which car inspectors perform, there would be many expressions of gratitude, where now silence reigns, for it is a fact that but for the vigil-

ance of the car inspector, disasters on the rail would be more frequent. I do not hesitate to say that the work of the car inspector is as important as that of an engineer and other employes connected with the train service.

The car inspector, so, to speak, should be selected from "seasoned timber," that is to say he should be a man of steady habits, with practiced eye, ear and hand, and whose fidelity to duty is unquestioned, otherwise perils which might be guarded against, pass unnoticed, involving disaster and death, wreck and ruin. Under such circumstances, need it be said, that a car inspector should possess every important excellence of character, which are desired in the men at the head of the train?

As I write, the question comes to my mind, do the citizens of this country realize the fact when they walk into the fine coaches of our railroads, for a business or a pleasure trip, that their lives, to a certain extent, depend upon the faithfulness of the car inspector? Railroad wrecks, as I have said, so disastrous to life and property, are often prevented by the faithfulness of the car inspector; yet you seldom, if ever, hear any praise bestowed upon these faithful railroad employes.

Our Order is engaged in earnest work, and I believe that in a short time it will rank well abreast of the foremost associations of railroad employes of this country. Let me say to the inspectors of the country, that our principles are well founded, and that our cause will succeed, and as the aims and object of our Order become better understood, and as the knowledge of our purposes is circulated, the more rapidly and stronger will the Order become. It now seems certain, that nothing can prevent the most gratifying growth of our Association, and our triumphant success is assured, if every inspector will do his whole duty for the next three months, and it will be a proud day for the Order when the Grand Convention meets. Then the banner of Protection will be waving over every railway center, large and small, in the land.

I remain yours in C. I. P. A.

George Scott.

Car Inspector,
133 North High st.

[We earnestly invite the attention of Brotherhood Firemen to the foregoing communication of Mr. Geo. Scott, Past President of the Car Inspectors' Protective Association. As is stated in the communication Car Inspectors constitute a body of men whose services have hitherto been shamefully overlooked, their importance has not received proper recognition from railroad officials, nor from the traveling public. But in these hurly burly times, this is not surprising—the motto being, "every man for himself and the devil take the hindmost," or, changing the phraseology, if men would be recognized they must assert themselves and organize. It is the only way out of the woods, the labyrinthian pathways designed to confuse workmen.]

We are glad to know that the Car Inspectors are organizing. It is the one thing needed and will tend to solve many vexatious problems that have hitherto oppressed them, and we call upon our Brother Firemen, throughout the entire jurisdiction of the Order, to take an earnest and lively interest in the success of the Car Inspectors' Association. In many ways our Lodges can help them along in many ways encourage them. They are in a position to extend friendly offices and a helping hand.

It is one of the glories of our Order, that

it is in sympathy with workingmen who are trying to better their condition by organization and especially is this true of workingmen engaged in the train service of railroads.

This *Magazine* does not hesitate in such matters. It has not been silent when it could encourage fellow-workmen to organize and federate for their own good and in this, let it be said, it has voiced the sentiments of the Order of which it is the official organ.

We would level up pay and level down aristocracy. We would everlastingly eliminate aristocratic ideas from labor—the arrogance of the boss and the mean, debasing sycophancy of the employé.

If, as St. Paul would say, we “glory” in anything it is in the sovereignty of citizenship—the independent, self-respecting man who demands fair wages for honest work. These good things can be secured by organization and federation and we bespeak for the Car Inspectors every possible kindness and courtesy that the members of our Order can extend. ED. MAGAZINE.]

Railroad Affairs in England.

POINT EDWARD, ONT.

MR. EDITOR:—Having recently returned from a visit to England and assuming that your readers may be interested in railroad affairs in that far away country I have concluded to pen for your columns a resume of some of my observations.

On the 26th of June we left Montreal for Liverpool on the S. S. *Parisian* of the Allen Line; we had a fine passage although it was very foggy for three days—however, we arrived at Liverpool safe and sound. Through the kindness of Grand Master Sargent, I was furnished with a letter of introduction to Mr. Sumter, the General Secretary of the Associated Society of Locomotive Engineers and Firemen, whose headquarters is at Leeds. Not having the privilege of seeing him I wrote enclosing the letter and we had quite a correspondence in regard to his Society and our Brotherhood. I also had a good many talks with engineers and firemen on the different roads. They are not so well organized there as we are, but I must say that they seem to get along together very well by both belonging to one society. They will in time become very strong. They have only been organized eight years and last year upwards of 600 members joined. They seem very hopeful and are, I believe, working shoulder to shoulder trying to do a good work. They have some fine locomotives there and they run very fast, some of the roads making an average of fifty-five miles an hour including stops. They take up their water going along and have the very best of coal, which is greatly to their advantage. Although not nearly as well paid as here, they have a very great advantage over the most of us, as on all the large roads there are four tracks kept up in the very best of order, so there is no danger of your coming round a curve and some other fellow wanting to pass you on a single line. While in London I went to Westminster Abbey and stood at the tomb of George Stephenson, who is buried there, and I thought if he could raise up and see the thousands of locomotives that are in England alone and the improvements that have been made how surprised he would be. At South Kensington Museum I saw the first locomotive ever built; it is named “Puffing Billy,” and I can hardly explain what it looks like.

In England they claim that Trevethick is the father of the locomotive, and that the first engine was built in 1803. I think the system of running trains in England is as near perfection as can be, but the small freight cars, or wagons as they call them, would make our brothers laugh, for they are very small, and

a refrigerator would make six of them—however, they do effective service.

The drivers and stokers are very genial here and seem to be very happy. There are no cabs on the engines and on most of them the drivers are on the left side, so it is not promotion to get on the right side. They have all to stand up, there being no seat so they are not quite as comfortable as here.

Ed. Engr.

“ELEVEN-SPOT.”

Dedicated to the Memory of Martin Eskridge, Joseph Burke and R. G. Williamson.

“Eleven-Spot” was on parade
As Mart the Engineer
Pulled wide her throttle for the grade.
And echoing far and near
The belching of the fire and steam
That issued from her stack
And the whistle’s wild, commanding scream
Seemed saying, “Clear the track!”

Thus on she sped that fatal night
With Mart and Joe and Bob,
With something like a mad delight
In every mighty throb.
Through swaying hollows, o’er the crest
Of many a hill she sped—
Let stronger hearts repeat the rest:
To me they seem not dead!

The caller’s voice no more shall fall
Upon the Fireman’s ear.
Nor lusty shout nor midnight call
Shall rouse the Engineer:
They with the Brakeman ne’er shall grace
The posts they filled so well:
For ruin only marks the place
Where that brave trio fell.

Nor washout nor the misplaced switch
Nor loose nor broken rail
Nor rotten trestle o’er the ditch
Can ever make them quail.
For them no more the unguarded bridge
Can burn to do them harm:
They’ve passed life’s last uneven ridge
Where dangers can alarm.

And gently to that silent rest
Their charred remains were borne:
And bowed to God’s divine behest.
With bleeding hearts and torn.
We sing the requiem by the tomb
And sigh our last farewell;
But He has chased away the gloom
Who doeth all things well.

The rest to which they all have gone
Shall be a blest repose.
Unbroken till that glorious dawn
Its splendors shall disclose.
And, waking from that slumber, they
On spirits’ wings shall rise
To that bright realm of perfect day—
Our home beyond the skies.

Geo. W. Ho

STANBERRY, Mo., Sept. 25, 1890.

SCHREIBER, ONT., October 6, 1890

MR. EDITOR:—I wish you to publish this notice in the columns of your *Magazine*. As I have not seen anything from Red Rock Lodge, No. 387, I thought I would let you know that we are alive and prospering. We have as nice a Lodge and members as there are on the Canadian Pacific Railway. We have new mogul engines here and the boys like them pretty well now, since they have received the raise of wages, which they are well satisfied with. Promotion has been slow here lately owing to business being so dull with us for the past two or three years. Our Worthy Master, W. Norris, has gone East. It

likely that he will spend his honeymoon there before he returns. We wish our Worthy Vice Master, Phil McAllen and wife, a life of joy and prosperity. He was married to Miss Smith, of Owen Sound, and they are now at home at Fort William. May their home be as bright and as joyous as ever gladdened the eyes of angels. Bro. Bilbe, the light of our Lodge room, sits on the right side of one of our new moguls; he does valiant service at Jack Fish pit, and Bro. McCloud sees that he gets all the steam he needs. Bro. Hedge, who handles the quill, fires the Nancy Hogan on passenger; he says she is a daisy since she has come out of the shop. Bro. Gwynne, our Receiver, keeps the 429 hot on freight and Bro. Fixter, who collects the bills fires the 451. We have quite a few ballast trains running this summer. We have two engines pulling ballast out of Graig Pit. Our *Magazine* Agent, H. West, fires the 430 out of there; Bro. A. West fires the 422 and Bro. Davies fires the steam shovel for Mr. G. Fullerton, a B. of L. E. man, one of the jolliest engineers we have on these divisions. We don't wish to see a change of name, but we have a good opinion of federation.

Yours fraternally,

H. West.

THE UNIONIST.

We are in receipt of *The Unionist*, published at Memphis, Tenn., and edited by Henry P. Hanson, Esq. *The Unionist's* motto is, "Devoted to the interests of the United Trades and United Farmers." The copy on our table, No. 2 of Vol. 1, October 11th, gives evidence of ability of a high order, and for such a paper there is always room. Indeed, such candidates for public favor very speedily hew out a place for themselves, and with every issue widen the area of their usefulness and influence. Referring to the strike on the New York Central and to H. Walter Webb's *ukase* against Knights of Labor, *The Unionist* says:

We mistake the spirit of the age and of the workmen if they quietly submit to this demand of a railroad magnate that they shall cast aside all honor, all independence, all love of home and family, and the rights and privileges of a free American citizen and become the voluntary slaves of a corporation, which continues to exist and grow rich solely through the labor of their hands and brains. Take away the workman and this rich and gigantic railroad system would soon crumble and decay; it would take but a very few days to bring bankruptcy and ruin upon that which is now rich and flourishing, and a whole regiment of H. Walter Webbs could not stem the tide of the disastrous current. Perhaps the managers of the New York Central have not thought of this phase of the situation. They doubtless believe that success is due solely to the superabundance of gray matter which they fondly imagine reposes in their aristocratic craniums; that nothing but their sagacious and all-wise management causes the road to pay handsome dividends on about four or five times the invested capital. But the workmen are becoming educated. Each year brings them nearer to a realization of the fact that the farmer and the workman form the true foundation of all nations and all governments—the farmer as the producer of all the raw materials requisite to the existence of mankind, and the mechanic as the builder of the city, the steamboat, the railroad, and the manufacturer of the raw materials into everything used by rich and poor.

We welcome *The Unionist* with fraternal good will to the ranks of labor journalistic workers and wish it every anticipated success.

In New York City, it is fashionable to rent clocks, and kill time.

Grand Union Meetings.

Garrett, Ind.—On Sunday, November 16th, there will be a grand union meeting at Garrett, Ind., under the auspices of the B. of L. E., B. of L. F., B. of R. T. and O. R. C. Afternoon and evening sessions will be held. The grand officers of the several orders have been invited to address the meeting. All members are cordially invited.

Chicago, Ill.—On Sunday, December 7th, a grand union meeting will be held at Chicago, Ill., under the auspices of Triumphant Lodge, No. 47, B. of L. F. A large attendance is expected. Members are cordially invited to be present.

Death of Sidney Vaughan.

We announce with extreme regret the death of Brother Sidney Vaughan, of the Grand Executive Board, at Gloster, Miss., on October 7th, whence he had gone from his former home at Toronto, Ont., in the hope of recuperating his failing health. Brother Vaughan was connected with the brotherhood during the past ten years and was always an active, painstaking member, ambitious of promoting the interests of his fellow-members. He was an honest and conscientious man, a zealous worker in the field of organized labor and a true and steadfast friend. *The Magazine* mourns his death as a great loss to the Order and tenders its profound sympathy to the stricken family.

Acknowledgments.

MILDALE, KY., October 6th, 1890.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—I have received from the May Flower Lodge, No. 415, B. of L. F., a draft for fifteen hundred dollars (\$1,500,) the insurance due me by the death of my dear, devoted brother, George R. Barker, who was snatched away like a flash on July 27th, in a railroad accident at Sulphur, Ky. I wish to offer my sincere thanks and gratitude to the brethren who so kindly assisted us in our time of trouble. Their great kindness went far to lighten the heavy affliction. May heaven's blessing fall upon the members of your noble Order is the wish of one in sorrow.

Nettie Barker.

EVANSVILLE, IND., October 1, 1890.

To the Members of C. J. Hepburn Lodge No. 160, B. of L. F.:

DEAR FRIENDS:—This is to certify that on the 12th of September, 1890, I received through the representatives of the B. of L. F. the sum of fifteen hundred dollars (\$1,500) on the insurance policy held by my late husband. I wish also to extend my heartfelt thanks to the members of the Brotherhood for their kindness and sympathy at the time of my husband's death, and hope that God will protect and prosper your noble Order. Yours respectfully,

Mrs. Ed. Tohill.

THE following table shows the average speed of fast trains in different European countries:

Country.	Speed per hour in miles	
	Including Stops.	Without Stops.
Great Britain	41.7	44.6
France	32.8	36.2
Holland	32.5	35.0
Belgium	31.8	33.5
North Germany	31.8	34.3
South Germany	31.2	33.0
Austria-Hungary	30.0	32.0
Italy	29.5	31.8
Russia	29.0	31.7

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

NOVEMBER, 1890.



Assessment Notice for November.

OFFICE OF GRAND LODGE B. OF L. F. F.
TERRE HAUTE, IND., November 1, 1890.
ASSESSMENT No. 15, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the Order, viz:

CLAIM No. 299. Charles Nicholson, of Golden Gate Lodge, No. 91, was killed by Railroad Accident, June 11, 1890.

CLAIM No. 300. William Clark, of Land Mark Lodge, No. 128, was Murdered, June 22, 1890.

CLAIM No. 301. Charles W. Heaton, of Pine Ridge Lodge, No. 17, died of Pericarditis, July 21, 1890.

CLAIM No. 302. Franklin E. Dennis, of Kit Carson Lodge, No. 257, was killed in a Collision, July 26, 1890.

CLAIM No. 303. Charles A. Basford, of California Lodge, No. 250, died of Typhoid Fever, July 29, 1890.

CLAIM No. 304. George Cheesborough, of Charity Lodge, No. 5, was killed in a Railroad Accident, August 6, 1890.

CLAIM No. 305. Walter J. Kirby, of Beacon Lodge, No. 111, died of Typhoid Fever, August 10, 1890.

CLAIM No. 306. Albert C. Martin, of Fidelity Lodge, No. 185, died of Bright's Disease, August 17, 1890.

CLAIM No. 307. William B. Haws, of Stone Mountain Lodge, No. 332, died of Hemorrhage of the Bowels and Continued Fever, August 18, 1890.

CLAIM No. 308. Frank H. Hart, of Denver Lodge, No. 273, was killed by Railroad Accident, August 20, 1890.

CLAIM No. 309. Christian F. Fogel, of Denver Lodge, No. 273, was killed by Railroad Accident, August 20, 1890.

CLAIM No. 310. William C. Davidson, of Vigo Lodge, No. 16, died from the effects of a Pistol Shot Wound, August 22, 1890.

CLAIM No. 311. Enoch W. Macklin, of Pride of the West Lodge, No. 6, died of Perforation of the Bowels, August 28, 1890.

CLAIM No. 312. Edward Hill, of Taylor Lodge, No. 175, was killed by Engine turning over, August 30, 1890.

CLAIM No. 313. Joseph H. Brown, of Long Doubler Lodge, No. 334, died of Heart Failure, August 31, 1890.

CLAIM No. 314. Charles F. Cook, of Garfield Lodge, No. 263, was killed by being struck by an overhead Bridge, August 31, 1890.

CLAIM No. 315. Austin Richardson, of Snow Flake Lodge, No. 298, died of Typhoid Pneumonia, September 2, 1890.

CLAIM No. 316. Elbert M. Babb, of Nauvoo Lodge, No. 391, died from injuries received by being struck by Locomotive, September 4, 1890.

CLAIM No. 317. Willard E. Wemple, of Eclipse Lodge, No. 107, died of Typhoid Fever, September 6, 1890.

CLAIM No. 318. Winfield S. Applegate, of Welcome Lodge, No. 72, died of Dysentery, September 8, 1890.

CLAIM No. 319. J. W. Warren, of Vigo Lodge, No. 16, was declared Totally Disabled from Amputation of Left Arm, September 8, 1890.

CLAIM No. 320. Christian Rost, of Columbia Lodge, No. 252, died of Typhoid Fever, September 14, 1890.

CLAIM No. 321. George Andrews, of Challenge Lodge, No. 66, died of Typhoid Fever, September 15, 1890.

CLAIM No. 322. James P. Shields, of Youghioghny Lodge, No. 302, was killed in a Collision, September 21, 1890.

CLAIM No. 323. William Payne, of Mount Look-out Lodge, No. 289, was killed in a Collision, September 27, 1890.

CLAIM No. 324. Silas Elder, of Thanksgiving Lodge, No. 406, was killed by a Railroad Accident, September 27, 1890.

CLAIM No. 325. Frank Wood, of Folwell Lodge, No. 326, died from injuries received in a Railroad Accident, September 29, 1890.

CLAIM No. 326. Martin J. Conniff, of Falls City Lodge, No. 103, was killed by Falling from an Engine, September 30, 1890.

CLAIM No. 327. John Hirsch, of Buckeye Lodge, No. 239, died of Typhoid Fever, October 2, 1890.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and you are required to forward said amount for each member whose name appears on the rolls November 1, 1890, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than November 20th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 53 Temple St., 1st and 3d Sunday.

Jas. E. Cook, St. John st. Master
C. D. Getchell, 249 York st. Secretary
A. E. Dennison, 23 Merrill st. Collector
F. A. Huff, 47 Hanover st. Receiver
F. H. Pember, 93 India St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30 P. M.

C. W. Dyer, Box 1273 Master
James W. Finney, Box 1273 Secretary
M. McCarthy, Box 1273 Collector
Wm. Crouse, Box 1273 Receiver
G. Corbett, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

F. W. Gratiot, Box 296 Master
Alexander Williams, L Box 212 Secretary
Harry Hart Collector
Fred. Showman Receiver
D. J. Roach, L Box 18 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCaulley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.

R. M. Smith, 129 Carroll St., S. E. Master
H. B. Claggett, 625 6th st. S. W. Secretary
W. H. Bailey, 417 G St., S. E. Collector
J. B. May, 12 D st. S. E. Receiver
Wm. Baldwin, 1707 Maryland ave., Baltimore, Md. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., alternate Saturdays at 2 P. M. and alternate Saturdays at 7 P. M. next.

Jerry Scott, 200 E. Munson st. Master
M. L. Hann, 326 Hull st. Secretary
T. W. Weaver, 700 W. Munson st. Collector
J. F. Cramer, 614 Owling st. Receiver
Jas. K. Fairley, 406 Travis Ave. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.

F. J. Kistler, 212, 214 S. High St. Master
C. C. Coit, 996 Pennsylvania Ave. Secretary
Geo. H. Landon, Pan Handle rnd house, Collector
F. J. Kistler, 212, 214 S. High St. Receiver
Leonard Lawrence, 880 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

E. Manzelman, 12 Tremont st. Master
S. R. Tate, 374 Jefferson st. Secretary
A. G. Laubscher, 18 Seward St., West Cleveland Collector
T. P. Curtis, 41 W. Madison St. Receiver
A. G. Laubscher, 18 Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.

Nathan Strouse Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 96 Receiver
Abram M. Vanatta Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
W. R. Driscoll, 75 Pine st. Master
M. Donahue, 49 Morgan st. Secretary
Wm. J. Stone, 6 Seymour st. Collector
P. J. McNamara, 70 Michigan St. Receiver
Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

Alphus Galloway, Suydam ave. Master
Jos. F. Neiman, 140 Pacific ave. Secretary
Edward F. Jones, 111 Pacific ave. Collector
Wm. J. Lewis, 225 Whiton St. Receiver
A. Neigert, 15 Hamilton St., Newark Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Wm. J. Hugo, 79 North Noble st. Master
Geo. P. Kern, 77 E. Morris St. Secretary
E. J. Kline, 631 North West St. Collector
W. J. Hugo, 79 N. Noble St. Receiver
Henry Zink, Van Yard Office. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

Thos. Wilson, 238 Magdalen st. Master
James Ashcroft, 240 Magdalen St., Point St. Charles Secretary
Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
H. J. Clarke, 154 Charron St., Point St. Charles Receiver
A. Blair, 32 Favard St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.

Frank Dupell, 922 N 9th St. Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Balesdorf, 208 N 12th St. Collector
C. A. Bennett, 1004 N 9th St. Receiver
E. W. Bundy, 702 N. 14½ St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 7:30 P. M.

O. E. Collins Master
L. V. Bowman Secretary
M. Devaney Collector
J. E. Platner Receiver
M. M. Shirley Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.

Albert Disney Master
John Ried Secretary
J. J. Day Collector
Rufus McCormack Receiver
J. F. Neary Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.

Jesse W. Swaney Master
Tom. J. Giffen, Box 33 Secretary
Henry Bowers Collector
Robt. B. Middlemiss Receiver
W. B. Van Horn Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.

Robt. W. Hoag Master
George C. Wells, Box 117 Secretary
J. W. Taylor Collector
John F. Taylor Receiver
Phillip G. Prager Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.

Wm. Merkle, 810 Chambers St. Master
D. R. Martin, 944 Chouteau Ave. Secretary
Eli Giclas, 844 Chouteau Ave. Collector
Wm. C. Linck, 2308 St. Louis Ave. Receiver
F. W. Hinkley, 105 S. 20th St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. F. Hall, 2d and 4th Sundays.

Daniel O'Connor Master
 Scott Busey Secretary
 S. Gibson Collector
 Jno. Heller Receiver
 S. Gibson Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.

Joshua Proctor, Box 60 Master
 John S. Ott, L. Box 523 Secretary
 A. P. Josselyn, L. Box 563 Collector
 John S. Ott, L. Box 523 Receiver
 Joshua Proctor, Box 60 Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in Brotherhood Hall, Forest Ave., every Wednesday at 1:30 P. M.

I. B. Melville, Box 221 Master
 Wm. Morris, Box 310 Secretary
 Curtis Parsons, Box 205 Collector
 Lot. Brandenburg Receiver
 Charles W. Maier, Box 514 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

H. C. Barron Master
 James Rogers, Box 722 Secretary
 James Rogers, Box 722 Collector
 W. H. Cummings Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays

Robt. Wilcox, Box 1240 Master
 Fred Vanleshout, Box 885 Secretary
 Corey Clark, Box 187 Collector
 Thos. Williams, Box 908 Receiver
 Chas. Rich Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.

W. H. Coffey, 436 A Ave W Master
 Jos. R. Byerly, 403 G Ave. West Secretary
 Frank Hunter, 202 Second st W Collector
 W. C. Byers, 332 G Ave Receiver
 Chas. R. Kimbro, 588 B Ave Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.

Thomas Burney, Box 285 Master
 Ralph O. Chamberlain, Box 257 Secretary
 Lewis C. Clark, Box 105 Collector
 Howard F. Jeffrey, Box 257 Receiver
 F. J. Doran, Box 623 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evenings of each month, corner Second and Main Sts.

John Humphrey Master
 J. H. Fulton, Box 706 Secretary
 Alex. Mottershead Collector
 Lewis Leitner, Box 826 Receiver
 C. F. Larsen, Box 301 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.

W. E. Penn Master
 R. A. Corson, Box 1154 Secretary
 A. Livingston Collector
 R. A. Corson, Box 1154 Receiver
 F. C. Wight Magazine Agent

31. R. B. CENTRE; Atchison, Kansas.

Meets 1st and 3d Sundays at 7:30 P. M. in Woodman's Hall, cor. 6th and Kansas Ave.

Jno. O'Connor, 1428 Santa Fe st Master
 Jno. W. Higdon, 1541 Commercial st Secretary
 Chas. Bennington, 1413 Santa Fe St Collector
 John O'Connor, 1428 Santa Fe st Receiver
 Frank Short, 1511 Main st Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 8 P. M.

John McKenna Master
 Gus. A. Ebeling, Box 143 Secretary
 Gus. A. Ebeling, Box 143 Collector
 George McClure, Box 206 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays, at 7:30 P. M.

Thomas E. Torpey Master
 C. H. Torpey Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.

J. M. Wright Master
 Chas. W. Koons, Chancy Secretary
 Frank Kinch, 8th and Stockholm sts Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 Jos. F. Butler, 1705 S. 5th St Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.

Thos. W. Monahan, Box 458 Master
 J. F. Underwood Secretary
 Chas. F. Reiter, Box 205, Galena Collector
 James Lavell, Box 490 Receiver
 J. W. Meyer, L. Box 77 Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Masonic Hall, 5th and Columbia Sts, at 2 P. M., Sundays.

Charles Ernst, U. S. Express Co Master
 Albert H. Kelley 98 Green St Secretary
 Geo. Smith Collector
 W. R. Johnson, 110 S 4th St Receiver
 Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.

H. G. Cormick Master
 W. D. Holton Secretary
 H. H. Banks Collector
 G. O. Cairns Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.

Thomas Doland, Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 Alfred C. Sauls, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d Sunday and 4th Monday at 2 P. M.

J. C. Kane, 2701 6th ave Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 Jas. Moroney, 2119 3 Ave Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.

W. E. Sage, 1110 N. Mason st Master
 James Kerr, 712 W Locust st Secretary
 James Kerr, 712 W Locust st Collector
 Ed. W. Spreen, 706 N. Mason St Receiver
 Thomas Powderly, 1206 Western Ave., Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.
 Joseph Swable Master
 Geo. W. Poor, Box 181 Secretary
 D. A. Walker, Box 105 Collector
 Geo. W. Poor, Box 181 Receiver
 I. W. Lee Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharps's Hall, 2d and 4th Sundays at 2:30 P. M.
 Byron B. Wilber, 207 Park St Master
 F. Lawrence, 416 W. Mifflin St Secretary
 John Harrington, 520 W. Main St Collector
 Byron B. Wilber, 207 Park St Receiver
 Frank Lawrence, 416 W. Mifflin St, Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in Gewitz Hall, 10th and Olive Sts., 1st and 8d Thursdays.
 W. E. Sullivan, 2219 S. 6th St Master
 W. E. Bristow, 516, cor 5th and Maple Secretary
 W. E. Sullivan, 2219 S. 6th St Collector
 C. B. Ricker, 705 So. 10th st Receiver
 H. E. Slater, 906 Pacific St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 W. W. Gillis, Box 529 Secretary
 Jacob Youngmans Collector
 Phil. May Receiver
 I. E. Goodin Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 T. P. Homard, 1106 W. Fourth st Master
 A. J. Bailey, 104 Ringo st Secretary
 William Smith, 206 S. Cross St Collector
 George Emery, 1009 North St Receiver
 Albert Wade, 1316 North St Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 E. W. Rowland, 901 Capitol ave Master
 C. G. Brittingham, 901 Capitol ave Secretary
 J. F. Magers Collector
 S. A. Fudge, 1120 Jackson St Receiver
 C. G. Brittingham, 901 Capital Ave Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 Lawrence Murphy, 1474 Indiana Ave. Master
 James Mulqueen, 45 E. 14th St. Secretary
 James Mulqueen, 45 E. 14th St Collector
 H. E. Scanlon, 1515 Indiana Ave Receiver
 M. Jones, 1635 Wabash Ave Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.
 Wm. F. Scott, 901 Glendale ave Master
 W. A. McMillan, 206 State st Secretary
 W. A. McMillan, 206 State St Collector
 George C. Watt, 617 1st St Receiver
 A. G. Ebberson, 711 N. Adams St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.
 Wm. H. Slater, 422 N. Morgan st Master
 Dan Dineen, 537 N. Broadway Secretary
 August Nalefski, Railroad ave Collector
 A. H. Sutton, 975 N. Water St Receiver
 E. J. Wilkins, 1390 E. William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Sundays at 2 P. M. and 2d and 4th Saturdays at 7:30 P. M.
 Calvin M. Wolcott, 5001 State St Master
 W. H. Greene 1900 Dearborn st Secretary
 C. D. Dickerman, 5142 Dearborn St Collector
 T. G. Berry, 337 46th St Receiver
 F. C. Hannahan, 4087 Dearborn St. Mag. Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.
 John S. Carson, Box 437, Station A, Springfield Master
 Michael Gaffney, Box 277 Springfield Secretary
 Geo. A. Hasler, Station A, Springfield Collector
 John S. Carson, Box 437, Station A, Springfield Receiver
 Michael Gaffney, Box 277, Springfield, Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Main Sts., 1st and 3d Sundays at 2 P. M. and 3d and 4th Mondays at 7:30 P. M.
 Roger Flaherty, 722 Miami st Master
 J. A. Holland, 2 Elm st Secretary
 A. W. Cook, 1712 George st Collector
 F. P. Beam, 202 Bate Receiver
 M. Porter, 1523 High St Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 130 P. M.
 George Cheshire, 16 Neosho st Master
 H. M. Peagondollar, 118 Congress st Secretary
 Ira M. Hadley, 110 Neosho st Collector
 Howard Galey, 832 Congress st Receiver
 E. Bryson, 328 West st Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supples Bros.' Hall, Tuesdays at 7 P. M.
 J. H. Stannard, L. Box 242 Master
 T. J. Clayton, L. Box 1451 Secretary
 T. J. Clayton, L. Box 1451 Collector
 J. T. Grimes Receiver
 A. E. Cotty Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at K. of H. Hall, cor. 4th and Lewney Sts., 1st and 3d Thursdays at 7:30 P. M.
 J. L. Sellers, L. & N. Shops Master
 A. S. Klyce, 115 Hill st Secretary
 J. H. Davis, L. & N. Shops Collector
 A. S. Klyce, 115 Hill St Receiver
 Wm. Shanley, 298 High st Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.
 T. H. Sanford, Box 33 Master
 Thos. H. Robotham Secretary
 J. H. Burk Collector
 E. W. Fisher, L. Box 424 Receiver
 W. M. Collacott; Box 143 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Templar Hall, 724 Washington St., 2d and 4th Sundays at 10:30 A. M.
 W. H. Bigelow, 10 Hotel Salem, Charlestown Master
 Sheridan Bisbee, 202 Harrison ave Secretary
 F. F. Derby, 2 Harrison Place, Charlestown Collector
 W. H. Bigelow, 10 Hotel Salem, Charlestown Receiver
 H. E. Stevens, 5 Davis St Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 A. C. Thyle Master
 W. D. Stevens Secretary
 Walter Brenton Collector
 Andrew Brannan Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.
 C. S. Walker, 124 Mechanic st Master
 R. S. McAlpine, 26 Block 8 Secretary
 Robt. Willmunder, Block U Collector
 M. C. Donnelly, 216 E 3d St Receiver
 Wm. Chambers, D. & R. G. shops . Magazine Agent

0. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.

Frederick C. Metzger, 1815 Adams st . . . Master
Howard Reeder, 1943 Lawrence St . . . Secretary
James Wertz, 2013 N 3d St . . . Collector
B. F. Petit, 1833 Marshall St . . . Receiver
B. F. Petit, 1933 Marshall St . . . Magazine Agent

1. MINNEHABA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St. 2d and 4th Sundays.

T. T. Hart, 709 Tuscarora st . . . Master
F. H. Poate, 712 Lee ave . . . Secretary
Geo. W. Klinefelter, 106 Lithfield st . . . Collector
Theo. T. Hart, 709 Tuscarora St . . . Receiver
J. Johnson, 176 Penna ave . . . Magazine Agent

2. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,

A. M. Banks . . . Master
Ellsworth B. Gardner, Box 634 . . . Secretary
W. H. Brokenshire . . . Collector
John P. McCawley . . . Receiver
D. N. Swan . . . Magazine Agent

3. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.

B. M. Manion, 202 Collett st . . . Master
John Tracie, 801 Collett st . . . Secretary
Charles C. Stevens, 801 Collett at . . . Collector
H. E. Kiger, 515 N Hazel st . . . Receiver
Charles C. Stevens, 801 Collett St., Danville . . . Magazine Agent

4. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

L. Lampton, Ill. Central Joint Office . . . Master
Thomas Dolan, 103 Wall st . . . Secretary
D. L. Davenport, 1521 East 8th st . . . Collector
James Griffin, 419 Clark St . . . Receiver
L. Lampton Joint off Ill. Central . . . Magazine Agent

5. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.

G. T. Bennett, Box 3 . . . Master
W. B. Mitchell . . . Secretary
A. Johnson . . . Collector
P. Chambers, Box 50 . . . Receiver
Thos. White, Winona . . . Magazine Agent

6. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.

T. Daly, Jr., Belleville Sta., Box 99 . . . Master
Ed. H. Jones . . . Secretary
Wm. J. Logue . . . Collector
Wm. J. Logue . . . Receiver
Jas. Williamson, Belleville Station, Box 69 . . . Magazine Agent

7. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.

Thos. Modeland . . . Master
Geo. E. Crowhurst, 90 Woolsley St . . . Secretary
Phil. Richardson, 148 Farley Ave . . . Collector
James Pratt, 172 Huron St . . . Receiver
D. Bracken, 669 King St. W . . . Magazine Agent

8. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.

Mart Duggan . . . Master
Richard Hall, Box 61 . . . Secretary
J. S. McCauley, Box 24 . . . Collector
E. W. Brogan, Box 127 . . . Receiver
Geo. W. Defoe . . . Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.

J. B. Hislop, Box 620 . . . Master
George Purvis, Box 620 . . . Secretary
J. M. Phillips, G. T. R . . . Collector
W. J. Dowell, Box 183 . . . Receiver
J. G. Goodison, Box 206 . . . Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Monday at 2 P. M.

J. H. Doan, Box 411 . . . Master
Charles S. Weller, Box 392 . . . Secretary
W. W. Miller, Box 392 . . . Collector
T. E. Watts, Box 351 . . . Receiver
C. W. Slayter . . . Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 3 P. M.

A. E. Loucks, 9 Ernst st . . . Master
W. W. Rowe, 23 Franklin st . . . Secretary
William M. Robinson, 6 Mackley ave . . . Collector
Irvin Baker, 38 Grove St . . . Receiver
Chas. O. Simmons, 45 Main St . . . Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.

Bayard T. Wells, 501 So. Third st . . . Master
James L. Gibbs, Collingswood . . . Secretary
Geo. W. Austermuhi, 437 Mickle St . . . Collector
James L. Gibbs, Collingswood . . . Receiver
Geo. W. Tash, 236 Senate St . . . Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St. 2d and 4th Sundays at 1 P. M.

James W. Mead, 75 Prospect . . . Master
Thos. Loynd, 8 Glenwood st . . . Secretary
James H. Crawford, 20 Harrison st . . . Collector
Thos. Loynd, 8 Glenwood st . . . Receiver
W. N. Holland, 9 Cutler St . . . Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.

Thomas Donahue, Box 421 . . . Master
Edwin J. Pearce, Box 421 . . . Secretary
G. B. Campbell, Box 421 . . . Collector
Edwin J. Pearce, Box 421 . . . Receiver
Chas. Justice, Box 421 . . . Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons

John W. Vannatter, 336 N 31st st . . . Master
C. W. Reeves, 750 N 36th St . . . Secretary
J. T. Findley, 3604 Fairmount Ave. . . Collector
C. W. Reeves, 750 N 36th St., . . . Receiver
J. T. Findley, 3604 Fairmount Ave., Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.

Wm. Pannon, Box 67 . . . Master
W. C. Hall, Box 253 . . . Secretary
C. S. Hurd . . . Collector
W. W. Hurd . . . Receiver
Geo. Adkins . . . Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.

Thos. N. Worth, 1,110 Converse St., N. Denver . . . Master
W. F. Brundage, 1216 Larimer St . . . Secretary
D. L. Marrs, 425 Beecher Ave., N side . . . Collector
W. F. Brundage, 1216 Larimer St . . . Receiver
S. L. Kanaga, 2,601 Market St. . . Magazine Agent

78. GOLDEN EAGLE; Sedalla, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.

Frank Boltinghouse, 1,103 E. Third St . . . Master
E. Fleck, 1000 E Third st . . . Secretary
J. P. Alcorn, 1223 Engineer St . . . Collector
Henry Allettinger, 1106 E. 5th St . . . Receiver
C. L. Van Etten, 233 E. Saline St . . . Magazine Agent

79 J. M. DODGE; Boodhouse, Ill.

Meets in Engineers' Hall, 1st and 3d Mondays
and 2d and 4th Sundays.

Richard Carroll Master
Charles E. Stone, Box 285 Secretary
Frank I. Carr Collector
Daniel O'Donnell Receiver
John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday.

John S. Slick, 474 Sexton St. Master
Geo. Waters, 202 Fifth St. Secretary
Geo. Waters, 202 5th St. Collector
C. O. Spencer, West Lake st. Receiver
C. H. Kelley, 308 Fox st. Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.

W. J. Bain, Box 1,768 Master
C. T. Du Bois, Box 1831 Secretary
D. C. Warne Collector
J. F. McGinnis, Box 1871 Receiver
Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets in I. O. O. F. Hall, 14 Washington Ave., 1st
Saturday at 7:30 P. M. 3d Sunday at 2 P. M.

Ernest B. Mayo, Oak Lake Eng. House Master
W. E. Richmond, 820 N Girard Ave. Secretary
Robert J. Watson, 1725 So Logan Ave. Collector
W. E. Richmond, 820 N Girard Ave. Receiver
Ernest B Mayo, Oak Lake Eng.
House Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at
8 P. M.

Geo. H. Tucker, Box 500 Master
H. C. Cunningham, Box 500 Secretary
I. M. Dean, 801 Crawford st. Collector
G. Y. Lee, Box 500 Receiver
Nick Phaler Box 500 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th
Sundays at 2:30 P. M., and 1st Monday at 7:30
P. M.

Thos. Scanlan, 56 E Hall st. Master
J. E. Williams, 167 South ave. Secretary
Frank Minshall 88 Rennet st. Collector
John Tighe, 79 Hart st. Receiver
Louis Zang, 44 Beach st. Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O.
F. Hall, corner Robert St. and 2d Ave.

W. W. Sturman, 1604 16th St. Master
Wash. Terrett, 17 16th St. Secretary
Silas Zwiglt Collector
G. L. Sutherland, 1414 5th Ave. S. Receiver
A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.

George W. DeForest, Box 455 Master
William N. Roth, Box 458 Secretary
George W. DeForest, Box 455 Collector
William N. Roth, Box 458 Receiver
D. A. Parker Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30
P. M.

Char. Sullivan Master
O. H. Rehm-yer Secretary
Myles Scallan Collector
Adam Robertson Receiver
Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. F. Hall, Sunday afternoon at
1:30 P. M.

Joshua Kirkman Master
E. R. Hall Secretary
Harry J. Cramer Collector
Wm. Ward Receiver
Joe Dunsmore Magazine Agent

89. CHEHAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall
over National Bank, Commerce St.

J. F. Sugg, Care Western of Ala. Master
D. C. Hair, Box 435 Secretary
D. C. Hair, Box 435 Collector
E. L. Cranford, 79 Water st., Selma Receiver
W. H. McDade, Atlanta, Ga. Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30
P. M.

Jas. C. Sharp, Box 704 Master
Wm. Fleming, Box 645 Secretary
Wm. Fleming, Box 645 Collector
J. M. Walker, Box 645 Receiver
C. E. Rhodes, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th
Tuesdays at 7:30 P. M.

Thos. D. Manhire, 123 Julian ave. Master
J. L. Mayne, 233 Fifteenth st. Secretary
S. Johnson, Box 2408 Collector
W. S. Runyon, 233 Shotwell st. Receiver
W. S. Runyon, 233 Shotwell st. Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall,
Jefferson Block.

Jasper E. Dowd, 10 W Willow st. Master
M. H. Counsell, 16 E. 5th st. Secretary
James Whalen, 290 W. 7th st. Collector
James Whalen, 290 W. 7th st. Receiver
Thos. Bradley, 123 W. Cayuga St. Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d
and 4th Sundays at 2 P. M.

John Crimmins, 1128 Bluff st. Master
E. J. Kelly, 519 Ridge st. Secretary
John Burns, cor. 7th and Carroll st. Collector
E. J. Kelly, 519 Ridge St. Receiver
J. Stanley, Walsh Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and
Pennington St., every Tuesday at 7:30 P. M.

J. W. Callaway, L. Box 218 Master
F. G. Church, L. Box 218 Secretary
Robt. G. cl. L. Box 218 Collector
W. D. Anderson, L. Box 218 Receiver
Geo. T. Latimer, Box 248 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P.
M., and last Sunday of each month, at 8
A. M.

D. M. Leavitt, 36 Temple St. Master
John J. Doyle, 165 W. Chicago ave. Secretary
Irwin W. Stettler, 234 N. May st. Collector
David M. Leavitt, 36 Temple st. Receiver
Allen Webb, Woodstock. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall,
Main St.

Isaac Cable, Box 695 Master
James Russell, Box 695 Secretary
Albert S. Askew, Box 695 Collector
Joseph Quinn, Box 695 Receiver
M. R. Kerr, Box 635 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in B. of L. F. Hall, at corner Leroy and New Main Sts., every Friday evening

L. A. Hayes, 1434 1/2 San Fernando st . . . Master
H. C. Forsyth, 536 Washington st . . . Secretary
D. A. Eagan, 126 Bloom st . . . Collector
C. G. Fluhr, 976 Buena Vista st . . . Receiver
J. S. Gates, Mojave . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.

J. H. Downey . . . Master
N. Blackley . . . Secretary
H. J. Grubnan . . . Collector
Ed Line . . . Receiver
Ved. Gudmonson . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening

E. E. Pruyne, 41 1st Ave . . . Master
W. P. Couch, 24 Thompson Ave . . . Secretary
George Kingsley, 22 Upton Park . . . Collector
George Kingsley, 22 Upton Park . . . Receiver
C. A. Washburn, 9 Grand Ave . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.

Chas. M. Moore, Drawer A . . . Master
M. F. J. Broeffle . . . Secretary
W. B. Perkins, Box 57 . . . Collector
Wesley Alup, Box 342 . . . Receiver
D. J. Casey . . . Box 609 . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.

John Igoo, 513 cor. of Vine and Jeff sts . . . Master
Frank E. Giltner, 409 S Vine st . . . Secretary
Frank E. Giltner, 409 S Vine st . . . Collector
John Igoo, 513, cor. Vine and Jeff sts . . . Receiver
Frank Strunce . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in Druids Hall, 215 Walnut st., alternate Sundays at 2 P. M.

F. S. Payne, 509 E Locust st . . . Master
W. L. Carss, 849 W 13th St., West Des Moines . . . Secretary
R. E. Na-h, 1412 W Grand ave . . . Collector
F. J. Howard, 813 Mulberry st . . . Receiver
W. L. Carss, 849 W 13th St., West Des Moines . . . Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.

J. L. Burkhardt, 1029 Broadway . . . Master
J. E. Ga rett, 939 tenth st . . . Secretary
Murray Cook, 912 Magazine st . . . Collector
J. E. Garrett, 939 Tenth st . . . Receiver
Henry Blume, 1,000 10th St . . . Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.

Jno. Stuart . . . Master
J. H. Nie, Box 191 . . . Secretary
Charles Heimberger, Box 151 . . . Collector
E. A. Fleming . . . Receiver
Charles Heimberger, Box 151 . . . Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.

F. W. Peterson Box 2 . . . Master
James Strahan . . . Secretary
J. M. Lindemon . . . Collector
Fred. Cornell . . . Receiver
Frank D. Fenn, Box 8 . . . Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofts Hall 2d and 4th Sundays at 2 P. M.

Joseph Chaloupka, 280 Queen St . . . Master
Edwin A. Fengler, C. M. & St. P. Shops . . . Secretary
Samuel Schaners, C. M. & St. P. Shops . . . Collector
D. W. Mason, 438 High St . . . Receiver
C. E. Redmond, D. M. & St. P. Shops . . . Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.

August Gerhart, Box 196 . . . Master
P. D. Gregg, Box 677 . . . Secretary
M. O'Connor . . . Collector
James E. Dice . . . Receiver
George Canaan, Box 396 . . . Magazine Agent

103. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.

R. T. Pearson . . . Master
F. Wendel . . . Secretary
J. L. Jones . . . Collector
Geo. W. Laporte . . . Receiver
John A. Simon, Antonito Colo. . . Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.

J. W. Lath rs, 3007 Rutger st . . . Master
L. Fisher, 2900 Scott Ave . . . Secretary
L. Fisher, 2900 Scott Ave . . . Collector
Geo. La Bee, 2831 Chouteau ave . . . Receiver
J. L. Pate, 2919 Caroline St . . . Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.

C. P. Collins, Box 773 . . . Master
E. H. McGuire . . . Secretary
Wm. Grimes . . . Collector
J. W. Davis . . . Receiver
C. P. Collins, L Box 235 . . . Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.

P. J. Shagle, L Box 864 . . . Master
W. P. Fitzgerald, L Box 846 . . . Secretary
Willis E. Lawton, Box 561 . . . Collector
Victor Gustafson . . . Receiver
Geo. W. Coen . . . Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 2d and 4th Sundays, at 1:30 P. M.

O. P. Miller . . . Master
John C. Branham . . . Secretary
John C. Branham . . . Collector
S. R. Wild . . . Receiver
W. S. Summers . . . Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.

John H. Shannon . . . Master
Con Cadogan, Box 206 . . . Secretary
W. J. Brew . . . Collector
Frank Walton, Box 166 . . . Receiver
G. VanBoozer . . . Magazine Agent

114. BLACK HAWK; Keithsburg, Ill.

Meets 1st and 3d Sundays at 2 P. M.

C. E. Mason . . . Master
Wm. H. Weir . . . Secretary
Jno. Anderson . . . Collector
F. L. Venable . . . Receiver
Wm. H. Weir . . . Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts . . . Master
 L. T. McNulty, ave M $\frac{1}{2}$ between 25th and 26th sts . . . Secretary
 Wm. Powell, 39th St. & Broadway . . . Collector
 H. L. Briggs, Cor. 8th and Market Sts . . . Receiver
 Wm. Powell, 39th St. and Broadway . . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:30 P. M.
 E. G. Hubbard, Box 127 . . . Master
 R. J. Gee, 1604 Poplar St., Port Huron . . . Secretary
 R. J. Gee, 1604 Poplar St., Port Huron . . . Collector
 E. G. Hubbard, Box 127 . . . Receiver
 Samuel Carson, Box 198 . . . Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Robt. Lister, 411 Hill st. . . Master
 R. Hornsby, 154 Clarence St. . . Secretary
 S. T. Fletcher, 221 Maitland St. . . Collector
 John Dickson, 387 Simcoe St. . . Receiver
 Wm. Allan, 266 Clarence St. . . Magazine Agent

118. STAB OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
 Jas. Law, Richmond Station . . . Master
 Geo. A. Pearson, Richmond Station . . . Secretary
 Albert La Roche . . . Collector
 John Kelly, Richmond Station . . . Receiver
 Geo. A. Pearson, Richmond Station, . . . Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 George Findlay, River du Loup Station . . . Master
 Louis D. Poulin, I. C. Ry. Station . . . Secretary
 Louis D. Poulin, I. C. Ry. Station . . . Collector
 Wm. L. Brock . . . Receiver
 W. H. Rougeau . . . Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 Jno. Carey, 660 Gifford st. . . Master
 Simon Mangan, 730 Otisco St. . . Secretary
 L. G. Rousson, Ontario st. Extension . . . Collector
 P. H. Livingston, 404 Jackson St. . . Receiver
 F. Demars, 112 Basin st. . . Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
 Thos. Cushing . . . Master
 James F. Roody 333 E Market st. . . Secretary
 James F. Roody, 333 E Market st. . . Collector
 E. E. Everetts, 359 E Erie ave . . . Receiver
 C. F. Ramsdell, 301 Tioga Ave . . . Magazine Agent

122. FEDERATION; Pans, Ill.

Meets in I. O. O. F. Hall every Sunday at 2 P. M.
 A. C. Reif . . . Master
 W. E. Gray, L Box 305 . . . Secretary
 Charles Roley, L Box 66 . . . Collector
 C. A. Davis, L Box 53 . . . Receiver
 Wm. Wolf . . . Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every Wednesday at 8 P. M.
 Albert Cole, 714 S. 18th St. . . Master
 F. Johnson, 1910 3d ave, Council Bluffs, Ia. . . Secretary
 Albert Cole, 1719 Mason st. . . Collector
 John Nilsson, 1018 So 11th st. . . Receiver
 Wm. Millar, Q st, Lincoln Neb . . . Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Red Men's Hall 2d and 4th Mondays at 7:30 P. M.
 H. A. Draper . . . Master
 Geo. M. Miller . . . Secretary
 James Donahoe . . . Collector
 Thomas Pendy . . . Receiver
 W. W. Gage . . . Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and 4th Sundays.
 Alex. Thompson, 307 S. Centre St. . . Master
 J. P. Boyce, 408 S. Third St. . . Secretary
 F. R. Davis, 311 S. 1st St. . . Collector
 J. M. Larimer, 307 S 3d Ave. . . Receiver
 Ed. Minitier . . . Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 B. C. Henry . . . Master
 E. H. Tallmadge . . . Secretary
 Thos. McFarlane . . . Collector
 W. A. Brossard . . . Receiver
 Wm. Ryan . . . Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.
 W. H. Woods, 454 Logan St. . . Master
 J. G. Norquay, 73 Hallett St. . . Secretary
 A. C. Craig, 473 Alexander St. . . Collector
 Thomas Reece, 76 Gunnell St. . . Receiver
 W. J. Higgins, 1 Shultz St. . . Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.
 A. H. Todd, Box 106 . . . Master
 T. F. Hagan, Box 55 . . . Secretary
 Chas. S. Taylor, Box 55 . . . Collector
 James McKenzie, Forsyth . . . Receiver
 M. E. Colbert . . . Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.
 M. A. Harring, L. Box 821 . . . Master
 J. F. Burns, Box 716 . . . Secretary
 Hiram C. Gibbs . . . Collector
 Geo. H. Valentine . . . Receiver
 Ed. McLean, Box 325 . . . Magazine Agent

130. GUIDING STAB; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at 2 P. M.,
 Con. S. McAuliffe, 451 Walker St. . . Master
 John F. Scott, 256 Mineral st. . . Secretary
 John C. Callahan 525 Clybourn st. . . Collector
 John C. Callahan, 525 Clybourn st. . . Receiver
 Edward Henretty, 559 3d Ave . . . Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.
 John Noonan, Box 234 . . . Master
 Chas. A. Simpson, Box 199 . . . Secretary
 John Noonan, Box 234 . . . Collector
 Chas. A. Simpson, Box 199 . . . Receiver
 T. J. Spafford . . . Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2:30 P. M.
 W. R. Hammond . . . Master
 S. S. Coleman, Box 12 . . . Secretary
 Stephen E. Calkins, Box 49 . . . Collector
 John H. Howell, Clarion . . . Receiver
 E. G. Bates, Lake City . . . Magazine Agent

133. SPRAGUE; Sprague, Wash.

Meets in Engineers' Hall, every Saturday at 2:30 P. M.
 Chas. W. Shunk, Box 101 Master
 Chas. A. Philhour, Box 180 Secretary
 Newton Luck Collector
 J. S. Burns Receiver
 T. J. Peterson Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Eastman Hall, every Sunday at 3 P. M.
 L. Robinson Master
 H. E. Cowan Secretary
 W. C. Barney Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
 Colin McArthur, Box 184 Master
 Davin F. Anderson Secretary
 J. M. Chandoiln Collector
 Jos. C. Simino Receiver
 W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.
 Thomas G. Dayman, Box 516 Master
 John A. Watson, Box 516 Secretary
 Archie S. Edmunds, Box 516 Collector
 John A. Watson, Box 516 Receiver
 A. T. Granger, Lakeside Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 S. Armschield, Box 473 Master
 H. E. Fehr, Box 225 Secretary
 Geo. W. Wright, Box 674 Collector
 A. Shunterman, Box 423 Receiver
 Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in J. H. Adam's Hall, 2d and 4th Sundays at 2 P. M.
 Samuel Shaunessey Master
 S. A. Mayall, 12 Winslow St Secretary
 A. B. Cranston Collector
 George S. Showalter, 60 N. Galena ave Receiver
 Wm. Neidigh Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schults's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 Parker Barret Master
 George E. Landes, Box 298 Secretary
 Ralph Toland Collector
 George E. Landes, Box 298 Receiver
 Parker Barret Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.
 J. W. Hardy, L Box 5 99 Master
 W. S. Brewster, Box 517 Secretary
 G. E. Korn, Box 522 Collector
 Henry Wise, L Box 599 Receiver
 S. W. Seelinger Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of L. F. Hall at 79 Calhoun St., Mondays at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St Master
 Chas. Hassler, 72 Brackenridge st Secretary
 J. H. Westerman, 20 Buchanan St Collector
 W. R. Fredericks, 415 S Lafayette St Receiver
 Thos. Brown, 189 Montgomery st. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets at 329 Broadway, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction Master
 Robt. Richards, Air Line Junction Secretary
 Peter J. Shordt, 221 Oliver st Collector
 Peter J. Miller 426. Walbridge ave Receiver
 J. G. Hoffstatter, Air Line Junction . Mag. Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in California Hall, 1,015 Clay St., every Saturday.
 E. G. Johnson, 1683 Chase st Master
 E. J. Brady, 1642 8th st Secretary
 Chas. Pangburn, 1723 Goss st Collector
 Chas. Sellander, 963 4th ave, E Oakland, Receiver
 E. P. Woods, Box 817 Berkeley Mag. Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 1st and 3d Sundays at 2 P. M.
 Fred A. Botterell Master
 Alex J. McDonald Secretary
 Wilmot A. Keith Collector
 Wm. Hamilton, Dalhousie Receiver
 Wm. Hamilton, Dalhousie Magazine Agent

145. DAVY CROCKETT; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.
 R. Nicholson, 319 10th St Master
 J. C. Osteen, 424 Milam st Secretary
 J. B. Norton, 10 River ave Collector
 H. A. Donaldson, 117 River ave Receiver
 H. A. Donaldson, 117 River Ave. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 C. Mortensen, 6 Providence st Master
 L. D. Sherly, 29 Conti St Secretary
 Ed. Wheeler, 29 Conti St Collector
 D. M. Moody, 101 Hardy st Receiver
 J. P. Monaghan, 13 Vine St Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 Arthur Hulnes, Box 105 Master
 James Conney, Box 105 Secretary
 W. T. McGinnis, Box 105 Collector
 W. W. Short, Box e2 Receiver
 H. C. Belt Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 John, Linnehan Box 416 Master
 S. F. James, Box 416 Secretary
 Joe Dalton Box 416 Collector
 M. E. Stafford, Box 488 Receiver
 J. W. Bain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1418 Ave. A Master
 P. A. Donahue, 311 W 55th St Secretary
 Robert T. Roscoe, 1958 3d Ave Collector
 A. H. Hawley, 304 W 129th st Receiver
 Chas Cowdick, 1958 3d Ave Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 N. A. Cooke, 125 Fifth st Master
 F. W. Boesler, Jr., 443 W. Washington st, Secretary
 Frank Mills, 430 W. Washington st Collector
 Geo M. Gibson, cor. Jackson and Adams sts Receiver
 R. J. Dobson, 140 Rock St Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.

Jas. Rhynd, St. Mary's Lane Master
 Jas. E. Morris, 193 Macaulay st. E Secretary
 James Gasken, Inchbury st Collector
 James D. Mills, Inchbury st Receiver
 Wm. Broughton, 18 Inchbury St., S Mag. Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.

W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Weir, Box 762 Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LOED; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.

W. B. Lane, 202 Hill St Master
 J. B. Martin, 401 S. Broadway Secretary
 W. B. Lane, 202 Hill st Collector
 J. T. Helman, 114 N Broadway Receiver
 J. M. Parmley, 102 1st and Barbee Sts Mag. Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.

R. W. Cameron, Box 141 Master
 Ed. K. Brehl Secretary
 E. E. Flint, Box 819 Collector
 Wm. L. Miller, Box 201 Receiver
 S. C. McFadden, 717 E 2d st.,
 Ottawa Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.

H. A. Fountaine, 1765 9th Ave Master
 August M. Greene, 317 E 114th St Secretary
 Jno. W. Tyler, Jr., 79 W 102d St Collector
 David W. Bell, 218 W. 67th St Receiver
 J. L. McGrane, 2358 8th Ave Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.

Andy Schnorr, Box 356 Master
 N. F. Colbert, Box 356 Secretary
 M. T. Byrnes, Box 356 Collector
 Joe Terrie, Box 356 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Pern, Ind.

Meets in Echo Hall every Sunday at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.

G. H. Smith Master
 M. E. Whetsel, L. Box 111 Secretary
 F. L. Wade Collector
 L. Scott Receiver
 G. M. Jackson Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.

Chas. E. Matteson, 187 Welsh Ave Master
 D. Sowle, 436 Dragoon ave Secretary
 John W. Lee, 647 Congress St., E Collector
 Ed. Heidenrich, 124 Hastings St Receiver
 Jesse B. Dodge 336 Livernois ave. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.

D. J. Singleton, 171 Humphrey st. Master
 R. H. Powell, 305 Meridian st Secretary
 R. H. Powell, 305 Meridian st Collector
 W. F. Loyd, 1211 West Cedar st Receiver
 Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 3d and 4th Sundays at 2 P. M.

Wm. H. Boleman, 30 William st Master
 R. T. Skinner, 1,508 Walnut St Secretary
 E. F. Stiker, 1,611 Division St Collector
 Edgar Hitch, 159 E. Franklin st Receiver
 H. P. McLeish, 1010 Chestnut St. Magazine Agent

161. HEBALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.

J. A. Richards, 1117 S 8th St Master
 Lewi. Benthel Secretary
 J. A. Richards, 1117 S 8th St Collector
 J. D. Hawksworth, 2003 Madison St Receiver
 J. A. Richards, 1117 S 8th St Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.

D. F. Wagner, 326 Jefferson st Master
 Chas. Vandenburg, 417 st. Jos st Secretary
 Theo. Snader, 510 Sixth St Collector
 W. W. Howard, 1230 S. Main st Receiver
 Sam. E. Ivey, Box 973 Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.

Eugene Hartnett, Box 212 Master
 F. L. Nazor, 322 W 6th ave Secretary
 Sherman Burdick, Box 212 Collector
 Sherman Burdick, Box 212 Receiver
 Dewitt Hope, Box 212 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.

J. J. Derck, Box 202 Master
 C. E. Blair Secretary
 Geo. Childers Collector
 D. J. Plowe, Box 392 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall 1st, 2d and 3d Mondays at 7:30 P. M. and 4th Sundays at 2 P. M.

Wm. J. Glason, Box 169 Master
 G. W. Adams, Box 166 Secretary
 George B. Richason, Box 283 Collector
 Albert I. Routh Receiver
 G. W. Adams, Box 166 Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.

C. M. Keller, Box 619 Master
 J. P. McCaulay, Box 340 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L. Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, every Wednesday at 7:30 P. M.

Frank W. Bromley Master
 W. J. Garson Secretary
 Hugh J. George Collector
 W. H. Mahoney Receiver
 Geo. B. Avery Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.

Frank Krause, 1,006 Calledonia st., La-Crosse
 J. E. Wells, 416 Avon st Master
 Patrick McBride, 522 Mill st Secretary
 Thos. Cawley, 522 Mill st Collector
 Frank M. Barker, 713 George St. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.
Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
Wm. Burt, Jr., 25 Jane st. Master
V. C. Randolph, 81 River St. Secretary
A. H. Spencer, 51 Elm St. Collector
A. H. Spencer, 51 Elm St. Receiver
W. A. Saylor, 165 Canisteo St. . . . Magazine Agent

170. PRAIRIE; Huron, S. Dakota.
Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
Geo. E. Briggs, 454 Utah st. Master
I. N. Jones, Box 363 Secretary
Thos. C. Lauters, 520 Utah St. Collector
W. H. Whalen, 272 Iowa st. Receiver
Ed. Sampson, 1036 6th St. Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.
Meets in Hall 1st Saturday and 4th Thursdays.
Thos. W. Hunssey, Box 167 Master
T. M. White Secretary
Wm. McLean Collector
John J. Fuguson Receiver
R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.
Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
F. W. Morrison, 89 Spruce St., Rochester-ville P. O., Ot. awa, Ont. Master
W. S. Bivth, 283 Nicholas St. Secretary
E. Woods, 89 Spruce St., Rochester-ville P. O., Ottawa, Ont. Collector
Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
Tim Brennan, Mt. Sherwood P.O. Magazine Agent

173. PACIFIC; Winslow, Arizona.
Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
G. W. Greenwood Master
Wm. J. Burke, Box 4 Secretary
Henry R. McGowen, Albuquerque, N.M., Collector
Wm. C. Glover Receiver
Wm. J. Burke, Box 4 Magazine Agent

174. HARRISBURG; Harrisburg, Pa.
Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d Sunday at 1 P. M. and 4th Tuesday at 7:30 P. M.
B. F. Huber, 1715 Fifth st. Master
H. S. Gingrich, 1413 Wallace at Secretary
R. L. Beltz, 1616 N Sixth st. Collector
William Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. . . . Magazine Agent

175. TAYLOR; Newark, Ohio.
Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
R. T. Coffman, 257 Race st. Master
Edgar Heacock, 58 Mills st. Secretary
R. J. Coffman, 105 Buena Vista st. Collector
Brad. Toben 228 Indiana ave Receiver
Wm. Mossner Magazine Agent

176. MAIN LINE; Clinton, Ill.
Meets in Warner's Hall, 1st and 3d Wednesday evenings.
S. J. McCall, Box 200 Master
C. H. Porter, Box 41 Secretary
Geo. L. Clark Collector
F. H. Kern Receiver
C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.
Meets in Firemen's Hall, every Thursday at 7:30 P. M.
James Finks Master
H. M. Worthington, Box 184 Secretary
C. C. Leach, Box 184 Collector
Chas. W. Bedell Receiver
H. H. Edwards Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.
Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
T. I. Buckley, 323 So. 4th W st. Master
Arthur E. Koontz, 126 So. 5th W. st Secretary
E. L. Hankins, Blake Collector
Geo. H. Brown Receiver
E. L. Hankins, Blake Magazine Agent

179. BEE-HIVE; Lincoln, Neb.
Meets in K. of P. Hall, 2d and 4th Sundays, at 8 P. M.
J. W. Barber, University Place Master
J. K. Robinson, 718 H St. Secretary
J. W. Barber, University Place Collector
J. K. Robinson 718 H St. Receiver
A. C. Berry, 851 N. 12th St. Magazine Agent

180. THREE STATES; Cairo, Ill.
Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
M. J. Kiley, 602 Jefferson Ave. Master
Wm. O'Connell, 2,017 Poplar St. Secretary
Geo. H. Shaw, 2,007 Commercial Ave. Collector
M. J. Kiley, 602 Jefferson Ave Receiver
G. H. Shaw, 2,007 Commercial ave Magazine Agent

181. WELLINGTON; Palmerston, Ontario.
Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
Wilson Munro Master
James Nicholson Secretary
Alexander Dunbar Collector
James Nicholson Receiver
Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.
Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
H. E. Hilliker, Miles' Grove Master
A. H. Gifford, 221 W 18th st Secretary
A. H. Gifford, 221 W 18th St Collector
T. F. Ray, cor 19th and Chestnut sts. . . . Receiver
Geo. Haybarger, cor 16th and Chestnut sts. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.
Meets in Engineers' Hall alternate Thursdays at 7 P. M.
G. C. Redhead Master
W. H. Cross Secretary
J. B. Calvin Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.
Meets 1st and 3d Sundays in Irish Hall.
Jacob Bowsher, 496 S Tanner St. Master
M. R. Lacy Secretary
Jacob Bowsher, 496 S Tanner St. Collector
Jas. Lewis, 933 Elizabeth St. Receiver
 Magazine Agent

185. FIDELITY; Delphos, Ohio.
Meets in Beyer's Hall every Sunday at 2 P. M.
A. T. Hogarth, Box 153 Master
C. L. Beach, Box 164 Secretary
Wm. F. Lumby Collector
A. T. Hogarth, Box 153 Receiver
H. Cramer Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.
Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
W. K. Phelps, 4748 Dearborn st. Master
Jas. Manning, 711 47th St. Secretary
H. S. Anderson, 641 37th st. Collector
Jas. Everett, 4219 School St. Receiver
Wm. Baker, 5021 Aberdeen St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.
Meets in Federation Hall, every Sunday at 7 P M.
Geo. W. Durell Master
Alanson Gardner Secretary
Sherman S. sleeth Collector
R. I. Cassidy Receiver
W. H. Deshane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.
Meets in Michle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
Dell Miller, 83 Arterian ave. Master
C. H. Wheeler, 212 Emerson ave. Secretary
F. Meyer, 1631 W. Superior st. Collector
Lewis L. Gay, 675 Park Ave Receiver
L. P. Smith, 650 Fulton St. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.

Martin Sheehy Master
R. H. Thompson Secretary
Geo. E. Wallace, Green Bay, Wis. Collector
Martin Sheehy Receiver
J. T. La Haie, Grand Rapids . . . Magazine Agent

190. FERGUSON; Mitchell, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.

Emmet Wentworth, Box 102, Sanborn, Ia., Master
Albert D. Perry, Box 727 Secretary
L. D. Stearne Collector
Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
Thos. Helman, Sanborn, Iowa . . . Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.

James Martin Master
Forrest Bullard, Box 302 Secretary
Walter F. Jellison Collector
A. M. Getchell Receiver
Forrest Bullard, Box 302 . . . Magazine Agent

192. MT. TACOMA; Tacoma, Wash.

Meets in Mason Block, 1st and 8d Thursdays at 8 P. M.

W. E. Wheeler, Box 488 Master
J. Cartwright, Box 222 Secretary
J. Cartwright, Box 222 Collector
F. S. Stevens, Box 488 Receiver
George Ames, 2314 Jefferson ave. . . Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.

D. J. Byrne, Box 287 Master
J. Valke, Box 287 Secretary
E. J. Stroud, Box 287 Collector
D. J. Byrne, Box 287 Receiver
D. J. Byrne, Box 287 . . . Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall 1st and 3d Mondays at 7:30 P. M.

James H. Dalley Master
Wm. T. Dickinson, Box 339 Secretary
C. N. Baird, Box 369 Collector
George C. Slade Receiver
C. N. Baird, Box 369 . . . Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.

Chas. C. Hammond, Box 6 Master
Geo. Brown Secretary
Owen Ruckley Collector
L. H. Lubben Receiver
James Duffy Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.

J. C. Bull, LaVeta Hotel Master
S. W. Burdick, 1311 Poplar st Secretary
Walter Goff, 122 W 3d st Collector
H. C. Newell, 227 E 12th st Receiver
H. S. Smith, 1311 Poplar St . . . Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st Sunday at 9 A. M. and 3d Sunday at 1:30 P. M. in B. of L. E. Hall, Law's Building.

James Bailey Master
G. C. Thomas Secretary
Wm. H. Young Collector
James Bailey Receiver
A. M. Johnson, Box 337 . . . Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.

R. A. Crane, 60 Prospect st Master
W. W. Drury, 21 Newton st Secretary
E. C. Som rs, 44, Pleasant st Collector
W. Y. Dennis, 31 W. Seminary St Receiver
H. G. Ferris, 35 Newton St . . . Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.

Wm. J. Reese, 1233 Emma st Master
W. B. Wiseman, 1101 Oak St Secretary
John B. Reese, 1235 Emma st Collector
John Mulvey, Burnett st Receiver
A. C. Clemens, 947 Sheehy St . . . Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.

Henry Slager, N. O. & N. E. shops Master
W. H. Armstrong, L Box 470 Secretary
John H. Woodruff, 3129 5th St Collector
Simon F. Baker, 423 41st Ave Receiver
Simon F. Baker, 423 41st Ave . . . Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.

J. D. Bledsoe Master
J. W. Briggs Secretary
W. F. Quinn Collector
James Gaffney Receiver
W. F. Quinn, M. & O. shops . . . Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M. and 3d Monday at 7 P. M.

Sinnet A. Barker 495 2d St Master
Lewis B. Gettle, Jr., 86 N Sugar St Secretary
Wm. Cutter, 274 E Main st Collector
J. H. Brandenburg, 104 N Sugar st Receiver
W. P. Mathewson Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Sunday at 2 P. M.

H. N. Lamb, Box 283 Master
L. E. Hart, Box 28 Secretary
Geo. E. Campbell, Box 193 Collector
Chas. F. Reneman, Box. 96 Receiver
G. W. Artis, Box 108 . . . Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.

William E. Dixon Master
W. E. Morris Secretary
Chas. Bond Collector
W. E. Dixon Receiver
J. H. Lambert, Box 100 . . . Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Christ. McGinnis, 322 Jefferson st Master
Olmstead Hollister, Jefferson st Secretary
Edward H. Powell, 405 Lake st Collector
Christ. McGinnis, 322 Jefferson st Receiver
John R. Mullins, 116 Monroe St . . . Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson St., every Tuesday at 7:30 P. M.

Thos. Cosgrove, K.C.M. & B. round house Master
D. L. Forsyth, 471 1/2 Georgia st Secretary
J. J. Quinn, K.C.M. & B. Round House Collector
D. L. Forsyth, 471 1/2 Georgia st Receiver
Thomas Cosgrove, K.C.M. & B. Round House . . . Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, every Wednesday evening.

Thos. Newberry, 357 E Center st Master
P. O'Brien, 868 Water st Secretary
G. T. Patton, 371 North st Collector
George A. Oster, 847 Poplar St Receiver
H. J. Prenatt, 783 Garden St . . . Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in Doran's Hall every Tuesday at 7:30 P. M.

Daniel Cregan Master
Chas. Anderson Secretary
John Hile Collector
Chas. Anderson Receiver
C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in B. of L. F. Hall, 3d story Old National Bank building, alternate Sundays 2:30 P. M.

A. N. Stafford, Box 244 Master
J. W. Farrar, Box 381 Secretary
J. H. Nelson, Box 151 Collector
Walter Johnson Receiver
Mike Bradshaw Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in Mohawk Valley Lodge Room every other Thursday
 Julius Zelter, Box 497 Master
 J. W. Vrooman, Box 497 Secretary
 John W. Vrooman, Box 497 Collector
 J. E. VanVranken, Box 497 Receiver
 H. Maloney, Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 3 P. M.
 Wm. Gausline, 1056 Butler st., Easton Master
 C. L. McKee, 209 S 5th St., Easton Secretary
 Jessie Smith, 912 Wilkesbarre st. Collector
 A. J. Mickley, 725 Berwick St. Receiver
 D. W. Henry, 445 Wilkesbarre St. Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall 2d and 4th Sundays.
 Judson Ames, 96 Arsenal St. Master
 W. A. Graham, 39 Meadow St. Secretary
 Van. C. Bockus, 27 Cross St. Collector
 F. C. Nichols, 28 Meadow St. Receiver
 Frank Root, 2½ Prospect St. Magazine Agent

213. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sundays.
 Carl E. Blanchard, 142 Oak St. Master
 Milton Melroy, 140 Oak St. Secretary
 Wm. Prime, 339 Elm St. Collector
 Edward Davis, 140 Oak St. Receiver
 J. L. Sullivan, 103 Henderson St. Magazine Agent

214. ORIOLE; Baltimore, Md.

Meets in Beruyn Hall, on 1st St. 2d and 4th Sundays.
 Geo. F. Shuman, 66 Cedar ave Master
 J. W. Akehurst, 442 Federal St. Secretary
 J. C. Saueiwald, 1733 Maryland ave Collector
 Geo. C. Yeagy, 448 Federal St. Receiver
 T. C. Lambden, 1309 Valley St. Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 Newton M. Burch, 457 Broadway Master
 J. W. Reed, 105 2d St. Secretary
 Wm. A. Buckbee, 52 Pine St. Collector
 Chas. J. Wriker, 17 Glenn St. Receiver
 V. D. Rhodes, 439 Broadway Magazine Agent

216. BLACK RIVER; Lorain, Ohio.

Meets in K. of P. Hall, Bensor Block, 2d and 4th Sundays at 12 o'clock noon.
 J. C. Crouch, L. Box 1134 Master
 Frank L. Cutting Secretary
 H. A. Eddy Collector
 Thomas Burns Receiver
 John W. Graybill, Bridgeport . Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday afternoons.
 Henry Shade Master
 Henry Cunningham, Box 606 Secretary
 Chas. Davis Collector
 Charles Gilmore Receiver
 Charles Davis Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Geo. Hopkins Master
 Richard Griffith, Box 263 Secretary
 Jos. McIntyre Collector
 Richard Griffith, Box 263 Receiver
 E. Taylor, Box 152 Magazine Agent

219. SMOKY CITY; Allegheny, Pa.

Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
 J. L. Phillips, 234 Locust St. Master
 Geo. R. Fletcher, 307 Allegheny Ave. Secretary
 John S. Martin, 218 Bidwell st. Collector
 H. B. Shaffer, 301½ Franklin St. Receiver
 U. H. Simpson, 303 Franklin St., Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.
 Aaron V. Raup, Box 212 Master
 John F. Malick, Box 212 Secretary
 H. W. Shoffstall, Box 212 Collector
 C. C. Bowen, Box 212 Receiver
 J. F. Walls, Box 523 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 William H. Forbes Master
 Wm. Holmes Secretary
 Geo. Crawford Collector
 J. McMillan Receiver
 Wm. Shortman, Box 50 Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in B. of L. E. Hall, 2d and 4th Sundays.
 W. D. McKinlay Master
 O. G. Anderson, Box 49 Secretary
 Fred. Peterson Collector
 Homer M. Rhodes, Box 499 Receiver
 A. M. Nunns, Box 299 Magazine Agent

223. POTTAWATOMIE; Junction City, Kan.

Meets in A. O. U. W. Hall Sundays at 2 P. M.
 J. H. Kane, Box 555 Master
 Wm. A. Easterday, Box 555 Secretary
 Frank Good Collector
 Wm. A. Easterday, Box 555 Receiver
 B. S. Quick, 114 Porter St. Kansas City, Kan. Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, 524 19th Ave N. Master
 H. B. Harding, 317 Thirteenth ave N. Secretary
 John Mounnan, 323 Ninth ave N. Collector
 Abe Vogel, 524 19th Ave N. Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 Isaac Maxwell Master
 Wm. T. Reid Secretary
 Milo A. Bryant Collector
 Joseph Fregeau Receiver
 Joseph Fregeau Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 James M. Brown, 511 E First ave Master
 Walter M. Nicol, L. Box 73 Secretary
 John Barry, 902 E Seventh ave Collector
 Walter M. Nicol, L. Box 73 Receiver
 J. Hyndman, H. & T. C. Shops . Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
 J. H. Fennell, 53 Griswold st. Master
 T. W. Campion, 42 Robinson St. Secretary
 Robert Rothrock, 11 Cemetery st. Collector
 Theo. Haskins, 3 Birdsall St. Receiver
 G. B. Warner, 80 Lewis St. Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawanna Ave. 1st and 3d Sundays at 2:00 P. M.
 H. A. Cogizer, 2 0 Linden st. Master
 Wm. H. Brutzman, 329 Franklin Ave. Secretary
 Albert J. Thomas, 317 S Hyde Park ave., Collector
 Ed. H. Belden, 532 Webster ave Receiver
 L. Firestin, 817 Hampton St. Magazine Agent

229. BICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2:00 P. M.
 J. J. Quirk, cor. Mary and Albany Sts Master
 Chas. A. Pease, 102 Broad St. Secretary
 John A. Weigand, 32 Hubbell st Collector
 Chas. A. Pease, 102 Broad St. Receiver
 Fred Ebensperger, 159 Catharine Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
 William H. Bagley, 541 Clinton Ave. Master
 Courtland Maher, 11 Prospect Ave. Secretary
 Luke F. Kelly, W. Albany Collector
 Jas. J. Gill, 291 1st St. Receiver
 Wm. C. Booth, 783 Livingston Ave. Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in B. of L. F. Hall, corner 3d and Market Sts., 1st and 3d Sundays at 2 P. M.
 John H. McKenney, 8 & 1/2 Fifth St. Master
 G. H. Larimore, 916 Poplar St. Secretary
 Geo. H. Larimore, 916 Poplar St. Collector
 John J. Shields, 214 N Franklin St. Receiver
 E. M. Sargent Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in A. O. H. Hall 2d Monday and 4th Wednesday nights.
 T. F. Farrell, 19 West St. Master
 Fred. H. Davis, 17 Sprague Ave. Secretary
 H. B. Weeden, 281 North St. Collector
 Chas. E. Ward, 79 Winsor Ave. Receiver
 M. J. Quinn, Norwich Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st and 3d Sundays.
 John Stewart, Box 376 Master
 Geo. A. Setchell Secretary
 Frank Gibson Collector
 Alfred Wood, Box 376 Receiver
 Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
 H. G. Reid Master
 John Lynch Secretary
 James T. Lindsay Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets in Welsh Bros.' Hall at cor. 28th St. and Penn Ave., alternate Sundays, at 2 P. M.
 Geo. Gray, 38th above Penn ave Master
 John Bewick, 3045 Penn Secretary
 John Bewick, 3005 Penn ave Collector
 Jos. W. Graham, 2,907 Penn Ave Receiver
 Jos. Graham, 2,907 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.
 G. W. Lilly Master
 T. E. Cobbs Secretary
 W. E. Lyons Collector
 J. F. Smith, care S. M. Butler, Clifton Forge, Va. Receiver
 T. E. Cobbs Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sundays.
 Horace Brink Master
 E. H. Brown, 119 So. Green st, Chicago, Secretary
 David Leavitt Collector
 Thaddens Chew Receiver
 G. J. Rowbottom, 211 Harding Ave., Chicago Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
 J. P. Wesley, 1105 Broadway Master
 Lloyd James, 1301 Broadway Secretary
 John Divinney, 820 Kentucky st, Louisville Collector
 A. E. Mercer, 1320 15th st., Louisville Receiver
 C. P. Boyd, 125 N 13th Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Firemen's Hall, 51 N. Lake St., 2d and 4th Sundays at 1 P. M.
 T. F. Parker, 281 E Central ave. Master
 Fred R. Jaynes, 13 N. Liberty st Secretary
 Ed. Baker, 23 So Union st Collector
 T. E. Moloney, 219 E Central ave Receiver
 T. J. O'Connor, 167, E Winter st. Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
 Edwin J. Coy, 528 E Main st Master
 M. A. Henry, 327 Quarry St Secretary
 R. J. Black, N. Elm Ave Collector
 M. A. Henry, 327 Quarry St Receiver
 Edward J. Coy, 528 E Main St Magazine Agent

241. LAKE ERIE; Buffalo, N. Y.

Meets in B. of L. E. Hall, 421 S. Division St., alternate Fridays, at 7:30 P. M.
 Daniel E. Barry, 552 Swan St Master
 P. W. Springweller, 145 Monroe St. Secretary
 P. W. Springweller, 145 Monroe St. Collector
 I. H. Crossman, 500 Swan St Receiver
 F. H. Goodenough, 633 Eagle St. Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at P. M.
 John Finlay, Jr., 505 Fulton St. Master
 Harry F. Millins, 851 Magee St Secretary
 Andrew Flynn, Cor. Benton and Diven ave Collector
 Harry F. Millins, 851 Magee St Receiver
 Percy P. Davies, 159 Penn Ave Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Fridays at 7:30 P. M., in B. of L. F. Hall, Ohio Block.
 C. J. Neef, Box 61, Texarkana, Ark. Master
 Daniel E. Burrough, Box 2 Secretary
 I. N. Moyer, Box 328, Texarkana, Ark. Collector
 C. J. Neef, Box 61, Texarkana, Ark. Receiver
 W. F. Rowe, Box 210, Texarkana, Ark. Magazine Agent

244. T. P. O'BURKE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2 P. M.
 E. Atkins, 2549 39th st Master
 J. O. Mailey, 79 W 16th st Secretary
 J. B. Thompson, 5414 School st Collector
 Chas. J. Lynch, 502 Robey St Receiver
 E. E. Crawford, 5300 Princeton ave Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor. of Bull and Bay Sts., every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 C. Z. McArthur, 191 South Broad st Master
 Adam Hutton, 271 Bull St Secretary
 M. J. Barrett, 193 Charlton st Collector
 John Murphy, Gaillard St., 3 doors from Burrough St. Receiver
 C. Z. McArthur, 191 S Broad st Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W Depot every Sunday.
 J. A. Morris, 1421 Third st Master
 W. H. Lolly, 704 Third st Secretary
 T. E. Jordan, Cor. 3d and Boundary Collector
 E. P. Almy, cor. 3d and Boundary Sts. Receiver
 H. Swansburger, 1423 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 W. F. Hetzel, 192 S Forsyth st Master
 Jno. M. Baird, 194 Powers st Secretary
 W. A. Woolbright, 95 Walton st Collector
 Geo. W. Manning, 240 Marietta st Receiver
 W. H. Hollingsworth 350 Houston st Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in K. of H. Hall, 2d and 4th Sundays at 1:30 P. M.
 John S. Brown Master
 H. S. Redhead, Box 228 Secretary
 Wm. L. Davis, Box 454 Collector
 Chas. C. Lockwood, L. Box 17 Receiver
 H. S. Redhead, Box 228 Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 D. G. O'Connell, L Box 193 Master
 Frank Repp, L Box 198 Secretary
 Patrick Roach Collector
 Wm. Mu'doon Receiver
 P. F. Roach Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in Room 38 Osterhout Block, cor. E. Market st. and Public Square, 1st and 3d Sundays at 2 P. M.

James E. Gray, Kingston Master
John W. Deets, Forty Fort Secretary
Alex. Thompson, 414 So Main st. Collector
Charles VanWhy, Box 73 Ashley Receiver
E. O. Hale, Kingston Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st and 3d Sundays.

L. Wildoner, L. Box 865 Master
N. E. Reinart, L. Box 365 Secretary
L. H. Yetter, L. Box 365 Collector
Charles Roberts, L. Box 365 Receiver
Wm. H. Spencer, Box 865 Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Mondays at 7:30 P. M.

John J. Detz, 5th and Chestnut sts. Master
Harry G. Klugh, New Second st. Secretary
Joseph Dennison, 640 Chestnut St. Collector
Martin M. Hinkle, 711 Walnut St. Receiver
H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st and 3d Sundays of each month.

John W. Horn, 41 Wall st. Master
Robert Stackhouse, 687 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, every Sunday at 7:30 P. M.

J. D. McKinney Master
Frank McKinney Secretary
Thos. Halmer Collector
Chris Beckman Receiver
Pierce Welch Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednesday nights.

J. E. Drennan Master
Albert O. P. Nicholson, W Adams ave, Secretary
Andrew Craig Collector
Samuel S. Small Receiver
Charles Stuart, Purcell, Ind. Terr. Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in Slater's Hall every Sunday, at 2:30 P. M.

Frank K. Rudolph Master
M. D. Finn, Box 113 Secretary
J. B. Clark Collector
M. H. Lintz Receiver
M. H. Lintz Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.

J. R. Smith Master
Lee Soumers Secretary
Albert McCrady Collector
James McPherson, L Box 59 Receiver
James McPherson, L Box 59 Magazine Agent

258. BENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.

James Bunton Master
Chas. W. Arnold, L. Box 29 Secretary
Frank E. Hendrickson Collector
Oliver M. Newland Receiver
Oliver M. Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sundays at 2:30 P. M.

William Buckley, 316 Third Ave E. Master
John J. Orrick, Commercial Hotel Secretary
Ferd Godfrey, Box 820 Collector
William Buckley, 316 Third Ave E. Receiver
J. M. Rummel, Merchant's Hotel, Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., every Monday at 7:30 P. M.

J. Hurley, Box 107 Master
R. E. Noble, Box 107 Secretary
T. F. Frawley, Box 107 Collector
D. A. Smith, Box 107 Receiver
H. C. Carragher, 321 P. St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.

Wm. Scotham Master
Wm. H. Webb Secretary
D. S. Ganty Collector
Wm. R. Fisher Receiver
John J. McInnis, Box 119 Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.

James Mahoney, 322 Dufferin St. Master
Fred Drewitt Secretary
Jno. Donaldson Collector
Wm. Hyndman, Box 386 Receiver
Wm. B. Ritchey, 41 Hook Ave. Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M.

E. P. Curtis, Box 72 Master
T. H. Henderson Secretary
W. H. Pipkin, Box 10 Collector
S. M. Bridgewater, Box 10 Receiver
W. S. Carter, Box 10 Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Ozark Hall, South Butte, Mont., every Thursday at 7:30 P. M.

Wm. A. White, South Butte Master
Geo. Cross, L. Box 4, S Butte Secretary
Geo. Boomer, South Butte Collector
J. S. Sweeney, L. Box 11, South Butte Receiver
Jos. Crumican, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.

Geo. W. Dalley, 199 Wallen st. Master
Geo. Downey, 13 Wenham Ave. Secretary
H. L. Browne Collector
L. A. Ogden, 233 Center St. Receiver
S. Ide, 64 Monson St. Magazine Agent

266. JOHN HICKEY; South Kankana, Wis.

Meets 2d and 4th Sundays at 1:30 P. M., in Dugan Hall.

Charles Daley Master
J. M. Golden Secretary
R. B. Nichols, Box 120 Collector
A. Schrader Receiver
E. Doner, Box 497, Antigo Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.

M. H. Brown, 78 Webster Ave. Master
J. E. Coyne, 121 Pacific Ave. Secretary
P. J. Coyne, 121 Pacific Ave. Collector
Jno. Mitchell, Chestnut st. Receiver
P. J. Lesueur, 56 1/2 Verret St. Magazine Agent

268. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.

Chas. T. Dillard, Box 74 Master
Geo. L. Stein, 34 W Third st. Secretary
Belvie Ba bee Collector
J. S. Keane, 106 W Main St. Receiver
George L. Stein, 34 W 3d St. Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St. and Central Ave., 1st and 3d Sunday afternoons.

J. S. Shehan, 1110 W 6th St. Master
H. E. Jordan, 8th and Baymiller St. Secretary
George W. Snyder, 56 Storms St. Collector
H. E. Jordan, 401 W. 4th St. Magazine Agent

- 270. MINNEAPOLIS; Minneapolis, Minn.**
Meets in K. P. Hall, corner Bloomington and Franklin Avenues South, 1st Sunday at 1:30 P. M., and 3d Monday at 7:30 P. M.
Oliver Johnson, 821 11th Ave. S. Master
Patrick Perusse, 116 Cedar ave S. Secretary
J. D. Shewmaker, 1837 22d st. So. Collector
George Cavanaugh, 2426 Fort Ave. Receiver
J. D. Shewmaker, 1837 22d St. S. Magazine Agent
- 271. BYRAM; Port Morris, N. J.**
Meets at Wm. Weller's residence, 1st and 3d Sundays at 2 P. M.
John W. Thorpe, Netcong Master
William Weller, Box 25 Secretary
Theo. F. Ayers Collector
William Weller, Box 25 Receiver
M. T. Dickerman, Box 81 Magazine Agent
- 272. WILSON; Junction, N. J.**
Meets in Wells' Hall, 1st and 3d Sundays at 3:30 P. M.
John S. Eveland Master
Jeremiah Desmond Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent
- 273. DENVER; Denver, Colo.**
Meets in room 25 Barnard's Block, cor. Clark and 8th Ave., every Monday evening at 7:30.
W. Crouse, 1222 Titus st. Master
R. B. Hind, 1024 South 7th st. Secretary
C. H. Curtis, 880 S. 9th St. Collector
R. B. Hind, 1024 S. 7th st. Receiver
E. A. Schlereth, 911 S. 9th St. Magazine Agent
- 274. JACKSON; Clifton Forge, Va.**
Meets in Masonic Hall, 2d and 4th Tuesdays at 7:30 A. M.
H. M. Newcomb Master
R. J. Hyde Secretary
R. W. Butler Collector
T. I. Hyde Receiver
Magazine Agent
- 275. LEE; Richmond, Va.**
Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
W. R. Sanders, Box 168 Newport News, Va. Master
C. I. Smith, C. & O. Round House Secretary
D. C. McLeod, C. & O. Round House Collector
W. R. Sanders, Box 168, Newport News Receiver
W. R. Sanders, Box 168, Newport News, Va. Magazine Agent
- 276. REGINA; Vancouver, B. C.**
Meets in Sullivan's Hall, 2d Wednesdays at 2:30 P. M. and 4th Sunday at 8 P. M.
Fred. Clutterbuck, Box 624 Master
Moses Cole Secretary
Chas. L. Austin, North Bend, B. C. Collector
R. Bunt, Kamloops, Box 58 Receiver
James Little Magazine Agent
- 277. ALABAMA; Mobile, Ala.**
Meets in B. of L. F. Hall, cor. Dauphin and Jackson Sts., 2d Sunday at 1 P. M.
F. J. Carney, L. & N. Shops Master
T. W. Kerns, L. & N. Shops Secretary
T. W. Kerns, L. & N. Shops Collector
C. W. Barnard, L. & N. Shops Receiver
Theady Green, L. & N. Shops Magazine Agent
- 278. WHITE BREAST; Laredo, Tex.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M. and 2d and 4th Sundays at 8:30 P. M.
W. B. Metcalf, Box 108 Master
C. S. Crawford Secretary
W. H. Mabry Collector
W. B. Metcalf, Box 108 Receiver
J. B. G'Sell Magazine Agent
- 279. MONTE SANO; Tusculumbia, Ala.**
Meets in K. P. Hall 1st Saturday.
R. P. Taylor Master
H. H. Burkhardt Secretary
H. L. Smiley Collector
H. H. Burkhardt Receiver
S. M. Hall Magazine Agent
- 280. OZARK; Thayer, Mo.**
Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.
Jacob Myers Master
Henry Feele Secretary
James Kinney Collector
Jacob Myers Receiver
J. H. Lanahan Magazine Agent
- 281. MISSION; Yoakum, Texas.**
Meets in K. of P. Hall, 2d and 4th Sundays at 9 A. M.
J. F. Conlon, Box 61 Master
A. Miller, Box 61 Secretary
W. H. Martin, Box 61 Collector
B. D. Corey, Box 61 Receiver
F. L. Douglas, Box 61 Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham Master
Calvin Minnifear Secretary
W. C. Christain Collector
Harry Standring Receiver
C. H. Tennyson Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**
Meets in Red Men's Hall, 2d Sunday at 9:30 A. M. and 4th Sunday 3 P. M.
James Hanrahan, Hallstead Master
E. Edinger, Box 67 Secretary
W. B. Towbridge, Hallstead Collector
S. H. Wells, Hallstead Receiver
S. H. Wells, Hallstead Magazine Agent
- 284. ELN CITY; New Haven, Conn.**
Meets in Elk's Hall, 862 Chapel St., 1st and 3d Sunday at 2 P. M.
Lee R. Watrous, 184 Rosette st Master
Ed. A. Ferrill, 82 Spring st Secretary
Edward J. Kenney, Box 1124 Collector
R. A. Bishop, 180 DeWitt St. Receiver
Ed. J. Kenney, Box 1124 Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**
Meets in Bliss Hall, cor. Pratt and Main Sts., 3d and 4th Sundays.
Henry L. Stearns, 45 Bancroft St., Springfield, Mass Master
A. M. Porter, Box 278 East Hartford Secretary
J. H. Ormond, 55 Allen Place Collector
Henry L. Stearns, 45 Bancroft St., Springfield, Mass Receiver
J. H. Ormond, 55 Allen Place Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
John McGaffigan, 903 N. 6th st Master
Will F. Carle, 608 N Washington Ave. Secretary
Will J. Tibbitts, F. & P. M. Engine House Collector
Fred. J. Hill, 626 N Eighth st Receiver
Will F. Carle, 608 N Washington Ave. Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets in Ramey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
Chas. H. Ross, 416 Fifth Ave. Master
J. C. Kochenderfer, 1814 Union ave Secretary
J. J. Anthony, 1815 Eighteenth st Collector
A. B. McLaughy, 1612 Eleventh ave. Receiver
Jas. J. Anthony, 1013 18th St. Magazine Agent
- 288. EMMET; Estherville, Iowa.**
Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
A. L. Houlthouser, Box 5 Master
P. J. Sullivan, Box 48 Secretary
A. L. Houlthouser, Box 5 Collector
R. S. Robinson, Box 102 Receiver
Frank Little, Box 35 Magazine Agent
- 289. MT. LOOKOUT; Chattanooga, Tenn.**
Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
Raimon Segasser, 220 Montgomery ave. Master
J. C. Gilbreth, 618 Cowart St. Secretary
John Smith, 48 Rosville ave Collector
Henry Schneitman, 26 Neeby st. Receiver
Garrie Vanarsdale, 153 Cowart St Magazine Agent

300. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.

J. T. Hart, 416 Washington st. Master
C. E. Lowe, 640 Clay st., S. S. Secretary
B. E. McClam, 148 Riverside st. Collector
M. Reardon, 416 Washington st. Receiver
L. R. Bickel, 120 8d St., S. Magazine Agent

301. ATLANTIC; Brooklyn, N. Y.

Meets in Schiellain Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.

Edward Locke, Sackman st. and Liberty ave. Master
James Muldoon, 12 Gunther Place. Secretary
Geo. P. Smith, 48 Williams ave. Collector
Thomas H. Smith, 783 Monroe St. Receiver
John A. Bolger, 12 Hull st (E.D.) Magazine Agent

302. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 8:00 A. M.

C. W. Kidd Master
F. H. Richards Secretary
C. W. Kidd Collector
M. C. Andrus Receiver
C. W. Kidd Magazine Agent

303. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.

James H. Riley Master
Henry A. Heberling, Box 646 Secretary
Frank H. Bernhardt Collector
Henry A. Heberling, Box 646 Receiver
Thos. D. Harrington, Box 265 Magazine Agent

304. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and last Saturday. 1st Thursday after 1st Saturday at 7:30 P. M.

Jas. C. Leake Master
Lee A. D. Tate Secretary
Lee A. D. Tate Collector
Lee A. D. Tate Receiver
H. A. Wells Magazine Agent

305. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady Sts. 1st and 3d Sunday.

J. J. Sheahan, 523 Esplanade ave. Master
F. W. Duncan, 110 W 5th St. Secretary
F. W. Duncan, 110 W 5th St. Collector
Martin Gillin, 818 Switz St. Receiver
D. H. Moriarity, 1409 Perry St. Magazine Agent

306. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.

M. T. Osborne Master
Alex Stewart Secretary
Frank L. Benidict Collector
Thos. R. Taylor, Box 466 Receiver
Dan. F. Lantry Magazine Agent

307. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.

B. M. Bennett, Box, 182 Master
C. E. Buehler Secretary
T. M. Vawter, 1713 Rowan st., Louisville, Ky. Collector
B. M. Bennett, Box 182 Receiver
M. S. Bennett Magazine Agent

308. SNOW FLAKE; Glasgow, Mont.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.

E. L. Hardaway, Glasgow, Mont., Box 35. Master
Geo. McLean, Glasgow, Mont. Secretary
C. T. Doctor, Glasgow, Mont. Collector
Frank Miller, Glasgow, Mont. Receiver
John W. Goss, Great Falls, Montana Magazine Agent

309. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.

George W. Reed, Box 98 Master
W. H. Zink, L. Box 80 Secretary
J. W. White, Box 303 Collector
B. W. DeHaven, Box 592 Receiver
J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.

Lewis A. Wilson Master
Harry F. McLean, Box 881 Secretary
Frank Smutzer Collector
Chas. W. Brown Receiver
Harry F. McLean, Box 881 Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.

J. C. Oakley Master
A. L. Howe Secretary
T. S. Averill Collector
W. C. Baldwin Receiver
T. G. Averill Magazine Agent

302. YOUGHIOGHENT; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.

J. P. Smith, Box 261 Master
Geo. Dull Secretary
S. A. McPhee, Box 387 Collector
Geo. Dull Receiver
T. F. Hunt Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.

J. J. Corcoran, 159 N. Park St. Master
J. M. Rathbun, 180 Jackson St. Secretary
H. D. Mumaw, 32 S. Park St. Collector
Thomas Jefferson, 61 S. Illinois St. Receiver
J. M. Rathbun, 180 Jackson St. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at 7:30 P. M.

Wm. Johnson Master
Chas. J. Jacks Secretary
J. S. Sharp Collector
Jos. J. Hicks Receiver
G. J. Scaggs Magazine Agent

305. UNWIN; Bat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.

William Burrage, Box 79 Master
Russell Woods Secretary
John B. Baxter Collector
John Boeman Receiver
John B. Baxter Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M., in Temple Hall, Sanborn Block.

Clarence E. Woods Master
Homer V. King Secretary
Henry P. Hutchins, East Concord Collector
Henry W. Morrill, West Lebanon Receiver
J. C. Muzzey, Box 117, W. Lebanon Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.

G. H. Lelkam, Box 127, Merrick Master
Chas. A. Chapin, Box 255, Merrick Secretary
John Fenton, 585 Chestnut st. Collector
F. B. Child, 87 Main st. Receiver
Frank H. Gero, 140 10th St. Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30 P. M.

E. Spradling, Box 100 Eagle Pass, Tex. Master
Frank B. Slater, Box 109, Eagle Pass, Texas Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
E. T. Manning, Box 109, Eagle Pass, Texas Receiver
J. H. Moore, Box 109, Eagle Pass Magazine Agent

309. BARTHOLDI; Long Island City, N. Y.

Meets 2d Mondays and 4th Saturdays at 8:00 P. M. in Schwallenberg Hall.

Wm. Carroll, 184 Eighth St. Master
Andrew J. Walker, Mincola, L. I. Secretary
John J. Galvin, 46 Clay St., Green Point, L. I. Collector
August H. Rauffle, 70 East ave. Receiver
Wm. Rooney, 129 East Ave Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.

W. J. Toole Master
H. C. Martin Secretary
J. T. Cole Collector
M. G. McKelvey Receiver
A. J. Dunmire Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in B. of L. F. Hall.

J. H. McPeak Master
Ed. Zimmerman Secretary
Milton Quigley Collector
Robert Kippin, Box 238 Receiver
T. H. Garrity Magazine Agent

312. MOUNT SHASTA; Dunsmuir, Cal.

Meets in I. O. O. F. Hall every Monday night.
G. E. Schuler Master
Wm. P. Haskell Secretary
Leo Martin Collector
Archde De LaMontanya Receiver
Archde De LaMontanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets in Melville Hall, alternate Mondays at 7:30 P. M.

Oscar Kengott, 606 Colorado Ave., Kansas City Master
John M. Frain, 352 S. Seventh St., Kansas City Secretary
J. A. Fike Collector
E. C. Haddock, Box 183 Receiver
A. H. Ashley, Box 147 Magazine Agent

314. GRAND FORKS; Grand Forks, North Dakota.

Meets in I. O. O. F. Hall, cor. Kelson ave and 4th St., 1st and 3d Sundays at 2 P. M.

Geo. W. Sebastian, Box 365, Crookston, Minn Master
G. S. Chase, Box 214 Secretary
James Myler Collector
James Haum, 1101 Broadway Receiver
Chas. Beckers, Box 242 Barnesville, Minn Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fellows Hall 101 Hudson Ave.

Wm. Riley, 436 Tenth st., Troy Master
Henry O'Neill, 434 Tenth st., Troy Secretary
Willis J. Spafford, 245 Ninth st., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
Eugene D. Brizee, 472 8th Ave., Troy, Mag. Agent

316. ONEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.

Jas. Romley, 925 Clinton st. Master
Wm. H. Walsh, 1803 Broadway Secretary
P. J. Donovan, 780 S Division St. Collector
John J. Kinne, 31 Walter st. Receiver
P. J. Donovan, 780 S Division St., Magazine Agent

317. WELCOME HOME; Henderson, Ky.

Meets in I. O. O. F. Hall, every Saturday evening at 7:30 P. M.

E. H. Zirekel Master
A. Ingersoll, O. V. Ry shops Secretary
N. T. Sanderfer, L. St., L. & F. shops Collector
P. J. Kramer, O. V. Ry shops Receiver
H. S. Shaner, L. St., St. L. & T. shops Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.

J. F. Willis, Glenwood, 23d Ward Master
W. R. McMinn, Glenwood, 23d Ward Secretary
W. H. Frazier, Glenwood, 23d Ward Collector
J. Willis, Glenwood, 23d Ward Receiver
Patrick W. King, Glenwood, 23d Ward Magazine Agent

319. MOUNT MORIAH; Philadelphia, Pa.

Meets in Miller's Hall, 6215 Woodland Ave., every Sunday at 2 P. M.

T. Holmes, 224 Barney St., Baltimore, Md Master
J. E. Sentman, 62d and Woodlawn Ave Secretary
C. C. Craig, 6th above Woodlawn Ave Collector
B. W. Receiver
J. E. Sentman, 62d and Woodlawn Ave Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.

D. Lordan, 957 Edgerton St., St. Paul Master
D. C. Morrison, 560 Farquaire St., St. Paul Secretary
Henry A. Young, 113 Arch st., St. Paul, Collector
Chas. L. Work, 911 Lawson St., St. Paul Receiver
P. Copeland, 241 S. Main st., Stillwater Magazine Agent

321. SNOW DRIFT; Chapleau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.

Herbert Gav Master
Geo. B. Nicholson, Box 113 Secretary
Fred Mary, Box 117 Collector
E. W. Hilliard, Box 110 Receiver
Thos. Burt, Box 112 Magazine Agent

322. JULIEN; Dubuque, Iowa.

Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.

M. D. Denmore, 280 Broadway Master
W. A. Ayers, 90 Broadway Secretary
Henry West, 280 Broadway Collector
Thos. O'Brien, 2,351 Washington St. Receiver
Ullman D. Luce, 709 W. 14th St., Chicago, Ill Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.

Andrew Frank Master
James McCabe Secretary
Michael Schmauch Collector
James McCabe Receiver
Joseph Mucklow Magazine Agent

324. SOUTHERN CROSS; Gainesville, Texas.

Meets in K. of P. Hall every Sunday at 7:30 P. M.

E. R. Curl Master
F. Johns Secretary
W. A. Hinds Collector
C. E. Winther, L. Box 420 Receiver
A. Goike Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.

G. W. Barnes Master
D. B. Coughlin Secretary
A. C. Nall Collector
Wm. L. Knox Receiver
John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.

Geo. E. Lovelace, Cafe Model Restaurant, Master
A. J. O'Hara, 15 Davis st. Secretary
G. P. Clough, 6 Allison st. Collector
G. P. Clough, 6 Allison St. Receiver
M. W. Maybee, 17½ Pike St Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.

F. B. Hardy Master
Charl. S. Diefenbaugh Secretary
Jos. Schutt Collector
Edmund Kause Receiver
Jas. A. McElwell Magazine Agent

328. SPANISH PEAKS; La Junta, Colo.

Meets in Grand Army Hall, Mondays, at 2 P. M.

John C. Cole, Box 82 Master
W. H. Bragg Secretary
Archibald Russell Collector
John T. Grier Receiver
L. W. Gilbert Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.

John Mihelsler, Box 102 Master
A. Dillon, L. Box 184 Secretary
John Mihelsler, Box 102 Collector
R. J. Dunlap, L. Box 200 Receiver
Gus Lind, Box 147 Burr Oak Kan Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Mellville Hall, 2d and 4th Sundays at 7:30 P. M.

Frank Vaughn, 319 Berger Ave., Armour-dale, Kansas Master
E. D. Root, 41 S. 7th St. Secretary
J. F. Casey, 617 W. 7th St., Kansas City, Mo. Collector
E. D. Root, 41 S. 7th St. Receiver
G. W. Smith, 11 N. 7th St. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Masonic Hall, Cor. 79th st, 1st and 8d Sundays at 2:30 P. M.

John J. McCarthy, 8 Englewood Master
D. F. Flood, Box 84, 8 Englewood Secretary
T. J. Hogan, 714 Englewood Ave. Collector
J. D. Flood, Box 84, 8 Englewood Receiver
Wm. T. Clodigio, Box 91, Auburn Park Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets in Library Building 1st Sunday and every Wednesday at 7 P. M.

W. E. Barnes, 431 Telfair st. Master
J. W. Wright, 528 Walker st. Secretary
Jas. I. Roney, 932 Taylor st. Collector
A. Rivers, 456 Walker st. Receiver
C. E. Bailey Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.

Geo. W. Reynolds, 498 Sloan st. Master
Robt. L. Tomlinson, 3837 Linwood st. Secretary
C. H. Maul, 830 N. 40th St. Collector
John A. Boehn, 3915 Wallace st. Receiver
Robt. L. Tomlinson, 3837 Linwood st. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Thursday night 8 P. M.

E. S. Freeman Master
George M. Shaffer Secretary
E. J. Terry Collector
Jas. H. Fitzgerald Receiver
Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 111 Moreau St. Patrick McFall, 78 Chatham st Montreal. Master

Jas. C. Currie, 168 Mountain st., Montreal Secretary
Alfred Pring, 89 Marlborough st. Collector
J. G. A. Braseau, 83 Moreau st. Receiver
C. Herbert Pye, Smith's Falls. Ont. Magazine Agent

336. FALL RIVER; Needoosha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.

R. C. McClellan Master
L. N. Baker, Box 178 Secretary
Charles Koehler Collector
R. C. McClellan Receiver
G. Harman, Box 45. Monett. Mo. Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.

Frank Dickens, 1311 Reservoir ave. Master
Chas. M. Morgan, 1616 Bellevue ave. Secretary
E. M. Reynolds, 1223 Reservoir ave. Collector
Homer Howa, d, 1210 Reservoir ave. Receiver
J. W. Leonard, 1641 Bellevue Ave., Mag. Agent

338. WEST BRANCH; Benovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.

Charles E. Coleman Master
Fred Kirby Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent

339. RED MOUNTAIN; Birmingham, Ala.

Meets in Allen Hall every Sunday at 9 A. M.

C. F. Barnett, Union Ticket Office Master
W. G. Bailey, L Box 703 Secretary
W. M. Alexander, 1,604 7th Ave Collector
W. C. Bickel, 1721 Ave. B Receiver
H. M. Turner, Room 19, Hood Building Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thursdays at 7:30 P. M.

Thos. Breen, L Box N Master
John Clarke, L Box N Secretary
Wm. S. Dix, L Box N Collector
Chas. E. Jackson, L Box N Receiver
W. N. Breen, L Box N Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays, and 8d and 4th Sundays.

Robert J. Geddis Master
Joseph Callin Secretary
Wm. Tomlinson Collector
John Simons Receiver
H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th Thursday.

Wm. Lowe, Box 66 Master
Leonard Dobbin, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Wm. Veal, Box 54 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.

Frank Sellstrom, Lima Master
Wm. B. Dean, Box 9 Lima Secretary
Silas W. Nugent, Lima Collector
Albert E. Jones, Lima Receiver
W. B. Dean, Lima Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.

J. V. Dalley, 324 Park St. Master
Jas. E. Durden, Box 531 Secretary
J. V. Dalley, 324 Park st. Collector
D. M. Lewis Receiver
Elmer E. Perry, 831 San Pedro st. Mag. Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.

H. E. Wood, Box 24 Master
Jno. Heine Secretary
Joseph Gerard, Box 24 Collector
James Lyons, Box 24 Receiver
M. Phegley, G. C. & S. F. Shops, Dallas Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.

R. F. Metts, L. & N. R. R. Shops Master
Thos. J. Williams, L. & N. R. R. Shops Secretary
Wm. H. Stearns, Jr., L. & N. R. R. Shops Collector
R. F. Metts, L. & N. R. R. Shops Receiver
R. P. Harmon, 1106 E Jackson st. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall every Thursdays at 3 P. M.

Wm. A. Williams, L Box 21 Master
Benj. Oldham Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.

D. M. Neidigh Master
O. M. Abel, Box 142 Secretary
H. M. Wall Collector
Henry Henson, Box 311 Receiver
E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M. and 4th Sunday at 2 P. M.

Wm. Peoronto, New Durham Master
J. M. Wisker, 114 Humboldt st. Secretary
J. M. Wisker, 114 Humboldt st. Collector
Harry Poynton, Box 2, New Durham Receiver
Joe Lewis, New Durham Magazine Agent

- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
T. R. Mertz Master
C. J. Coley Secretary
Levi M. Landis Collector
W. J. Ditzler Receiver
Jas. P. Wade Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
Chas. F. Packer Master
J. N. Deterline Secretary
J. N. Deterline Collector
Charles Frutzman Receiver
Wm. Hartly Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
John H. Sweeney, 9 Fairfield st Master
J. W. McGarghan, 9 Fairfield st Secretary
H. P. Hill, 73 Main st Collector
G. P. Kelly, 89 Foundry St Receiver
J. W. Holland, 175 S. Main St. Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets in E. A. U. Hall, 1st and 3d Sundays.
C. F. Whitehouse, 24 Howe st Master
W. R. McGuirk, 96 State St. Secretary
H. Laselle, 23 Pine st Collector
D. Townner, 6 Pine st Receiver
W. B. McGuirk, 96 State St. Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
John Parker, 102 Orange st., Newark Master
John S. Kennan, 85 Madison St. Secretary
Patrick Ash, South Orange Collector
John Lord, 136 Morris st., Morristown Receiver
G. Q. Carman, Jr., Boonton Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 184 S. Hickory St. Master
M. O'Grady, 701 Scott St. Secretary
J. W. Hunt, 304 2d Ave. Collector
T. F. Hannan, 411 S. Desplaines St. Receiver
M. O'Grady, 701 Scott St. Magazine Agent
- 356. CHAUNCEY M. DEPEW; Albany, N. Y.**
Meets 1st and 3d Sundays at 2 P. M.
D. L. Ingalls, 75 Perry st Master
R. J. Lilly, 57 1st St. Secretary
R. J. Lilly, 57 1st St. Collector
M. E. Hogan, 96 2d St. Receiver
M. E. Hogan, 96 2d St. Magazine Agent
- 357. JUSTICE; Vanceborough, Maine.**
Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
F. W. Henderson, Portland St
St. John, N. B. Magazine Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
Morris Leahy, 391 Greenwood ave Master
W. R. Perrin, 127 E. Isabel St. Secretary
Peter Kallston, 38 Chicago ave Collector
Peter Anderson, 1428 Washington Ave., S.
Minneapolis Receiver
Fred. Whlsten, 1015 Washington Ave., S.
Minneapolis Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 2:00 P. M.
H. A. Hammond Master
S. E. Barner, E 4th st Secretary
Chas. Weidie, E Harvey ave Collector
Wm. T. Mahan, Chanute Receiver
J. F. Kendall Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
Sam. R. Fursell, 935 Camp St., Sandusky, O. Master
A. W. Binns, E High St. Secretary
James J. Jordan, 27 Scott st Collector
Joseph A. Taylor, 1027 Market St., Sandusky Receiver
Jos. Greeham, 1204 Washington st., Sandusky Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**
Meets alternate Tuesdays, in Masonic Temple at 7:30 P. M.
Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops Magazine Agent
- 362. CATARACT; Suspension Bridge, N. Y.**
Meets at Colts' Hall, 2d and 4th Tuesdays.
David Healy, 57 8d St., Niagara Falls Master
John C. White, Box 325 Secretary
Robt. J. Pitts, 56 4th St., Niagara Falls Collector
Chas. A. Baker, 141 5th St., Niagara Falls Receiver
Robt. J. Pitts, 56 4th st., Niagara Falls Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at Suburban Hall, 518 E. 140th St., 1st and 4th Sundays.
J. M. Reilly, 324 Mott Ave. Master
Fred R. Elliott, 585 E 140 St. Secretary
A. W. Eggleston, White Plains Collector
M. J. Lynch, 545 E. 130th St. Receiver
M. J. Lynch, 545 E. 130th St. Magazine Agent
- 364. SOUTHERN STAR; Sanford, Fla.**
Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
C. S. Perry Master
C. T. McDaniel, Palatka Secretary
Andrew A. Harvey Collector
A. J. Holland Receiver
Andrew A. Holland Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets in G. A. R. Hall 1st and 3d Saturday evenings.
J. W. Stack Master
A. E. Wells, Box 566 Secretary
F. L. Darling, Windsor Collector
A. G. Firman, Windsor Receiver
F. E. Keach, 1 Estabrook St., Brattleboro Magazine Agent
- 366. OASIS; Ogden, Utah.**
Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
G. J. Burleigh, 2874 So. Washington ave Master
M. P. McMillan, Box 372 Secretary
James Tomasek, Box 372 Collector
C. H. Bishop, Box 372 Receiver
Sam Walker, Box 372 Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets in Johnson's Hall, 1st and 3d Saturday evenings.
G. L. Pepper Master
J. G. Dikeman Secretary
M. J. McCabe, Box 200 Collector
John G. Dikeman Receiver
M. J. McCabe, Box 200 Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of H. Hall on Booneville St. (Heady Bk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
D. H. Diller, 558 W. Pine St. Master
Jno. Gallagher, 343 Brower St. Secretary
J. R. Hambley, 824 Olive St. Collector
F. B. Squires, 737 Lincoln St. Receiver
J. W. Welch, 924 State St. Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets corner Main St. and Central Ave., 1st and 3d Thursdays at 2:30 P. M. and 2d and 4th Thursdays at 7:30 P. M.
E. T. Carroll Master
G. P. Metter, Box 18 Secretary
L. O. Leimbach Collector
J. C. Wickham, Box 304 Receiver
Edward Turner Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 A. H. Benson Master
 W. C. Ferguson Secretary
 C. N. Leeman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Wednesdays at 7:30 P. M.
 R. S. Reardon Master
 K. L. Goodrich Secretary
 J. C. Fletcher, Joplin, Mo. Collector
 A. H. Page, Box 69 Receiver
 Chris Carpenter Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 W. D. Pettibone, Box 155 Master
 L. C. Salden, Box 83 Secretary
 J. G. Berry, Box 83 Collector
 W. D. Pettibone, Box 135 Receiver
 A. M. Conaty, Box 83 Magazine Agent

373. PAWNEE Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 James McQuaid Master
 W. F. Hackett Secretary
 F. Courtney Collector
 Frank McAdams, Box 223 Receiver
 Geo. W. Warren, Box 223 Magazine Agent

374. McALLISTER; Herington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, Box 92 Master
 O. L. Collier Secretary
 J. M. McChord, L Box 337 Collector
 H. G. Decker, L. Box 339 Receiver
 H. G. Decker, L. Box 339 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 3d St., 1st and 3d Sundays at 2 P. M.
 Horace Hopkins, 465 May St Master
 John Stevens, 324 Linden St Secretary
 Frank G. Stillwell, 28 N Van Lear St Collector
 N. W. Rose, 19 Galloway St Receiver
 Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 R. J. Sandidge, L Box 2 Master
 H. B. Haviland, Box 253 Secretary
 B. L. Wheatley, L Box 42 Collector
 B. J. Morgan, Box 333 Receiver
 Frank Walker, L Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 P. M., and 2d and 4th at 8:00 A. M.
 Jno. L. Schreiner, Box 597, Bellevue Master
 Jno. Dooley Secretary
 C. F. Wilkins Collector
 C. A. Wilcox, Box 301 Receiver
 Jos. Montigny Magazine Agent

378. HOLEBOOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
 Wm. Newman, McKee's Rocks Master
 Samuel Evans, McKee's Rocks Secretary
 W. F. Morgan, McKee's Rocks Collector
 Clare L. Hinsdale, McKee's Rocks Receiver
 T. J. McCormack, McKee's Rocks Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm. F. Preston Master
 James H. Denton, Box 290 Secretary
 Wm. J. Stewart, Box 216 Collector
 Johnson Walt Receiver
 M. C. Beam, Waverly N. Y Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
 A. A. Zimmerman, 123 Lincoln St Master
 Frank Cox, Box 691 Secretary
 A. A. Zimmerman, 123 Lincoln St Collector
 Wm. J. Aggus, 208 Seventh ave. E Receiver
 Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays a 1:30 P. M.
 J. L. Williams Master
 E. E. Pringle Secretary
 J. A. Keifer Collector
 F. B. Curtis Receiver
 H. M. McFeaters Magazine Agent

382. BETHESDA; Waukegan, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 830 Master
 J. J. Purcell, Box 1150 Secretary
 Wm. Doyley Collector
 J. M. Dowd, Box 1150 Receiver
 Jas. H. McMahan Magazine Agent

383. PETROLEUM; Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Synamore Sts., 2d Sunday and 4th Monday.
 John H. Quirk, Box 330 Master
 S. C. Lowrey, Box 598 Secretary
 John Davis, Box 763 Collector
 A. G. Sittig, Box 80 Receiver
 L. G. Stone, 317 Seneca St. Magazine Agent

384. E. H. WILBUR; Lehigh, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 A. T. Henry, Box 122, Weissport, Pa Master
 Wm. H. Freyman Secretary
 Alvin Rex Collector
 Alfred Dreisbach, Weissport Pa Receiver
 Wm. F. Hofford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 B. L. McGinnis Magazine Agent

386. RAMONA; San Diego, Cal.

Meets 2d Sundays at 2 P. M. and 4th Sundays at 8 P. M.
 Jas. L. Stearns, National City Master
 Alfred T. Washington, National City Secretary
 Jas. L. Stearns, National City Collector
 R. V. Dodge Receiver
 J. M. Davis, Box 573 National City Mag. Agent

387. RED ROCK; Schreiber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
 Wm. T. Norris, Box 111 Master
 Fred Hedge Secretary
 Wm. Fixter Collector
 Hugh Gwynne Receiver
 James Wilson, Box 36 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays at 10 A. M.
 M. M. Grobben, 942 Kinnickinnic Ave Master
 P. R. Fay, 345 Van Buren St Secretary
 Wm. McHenry, 183 Burrell St Collector
 Wm. McHenry, 183 Burrell St Receiver
 John Pier, 264 Madison St Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 7:30 P. M.
 M. J. McCarthy Master
 W. M. Black Secretary
 W. M. Black Collector
 A. H. Tucker Receiver
 Jerry Shea Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 James H. McBride Master
 J. C. Doughty Secretary
 Frank P. Doughty Collector
 C. H. Oliver Receiver
 Wm. Winfrey Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
 2d and 4th Sundays at 2 P. M.
 Wm. A. Lawrence, 2725 Kansas ave. Master
 E. H. Pattison, 2718 Kan's Ave Secretary
 Robert Eyler, 2520 Hamilton st. Collector
 James Low, 1614 Division st Receiver
 Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellow's Hall 1st and 3d Monday
 evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin, Box 89 Collector
 Wm. R. Ransom, Cokeville Receiver
 Jno. A. Rowe, Box 123 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 J. W. Boyer, 1220 Wallace St Master
 S. M. Myers, 506 Kelker St Secretary
 Frank Snyder, 1228 N 7th St Collector
 William K. Drake, 1581 N 8th St Receiver
 Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. F. Hall, Cor. 4th and Court Sts.,
 2d Saturday and 4th Sunday at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 E. K. Cole, Riverside Hotel Secretary
 Charles E. Harris Collector
 Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Sundays at
 7:30 P. M.
 Wm. Casey, L. Box 129 Master
 S. C. Pearson, 1323 Topeka ave. Secretary
 John T. Cuff, 118 Topeka av., Topeka Collector
 C. S. Wilcox, L. Box 129 Receiver
 John T. Cuff, 118 Topeka ave., Topeka
 Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 2:30 P. M.
 Paul J. McBride Master
 A. F. Keith Secretary
 C. C. Hanlin Collector
 G. W. Seybert Receiver
 Amos Claxton Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays,
 at 10:00 A. M.
 N. B. Scrogin Master
 F. M. Rainey Secretary
 J. M. Gleadall Collector
 N. B. Scrogin Receiver
 Frank J. Farnell Magazine Agent

398. CONSTANT; Olean, N. Y.

Meets alternate Sundays at A. O. of A. M. Hall.
 J. H. Brinkerhoff, Nunda Master
 W. P. Branch, 22 Whitney ave Secretary
 F. J. Johnson, 192 Sixth st Collector
 Thos. F. Little, 157 Eighth st Receiver
 W. P. Branch, 22 Whitney ave Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at
 7:30 P. M.
 James Gordon, Jr., 566 N Rampart St. Master
 W. A. O'Donnell, 164 Laurel St. Secretary
 Jas. Gordon, Jr., 566 N Rampart St. Collector
 George Perry, 120 Washington Ave., 3d
 dist Receiver
 W. A. O'Donnell, 164 Laurel St Magazine Agent

400. MARIAS DES CYGNE; Osawatimie, Kan.

Meets in Odd Fellows' Hall every Saturday at 7
 P. M.
 M. C. Barker Master
 E. L. Davis Secretary
 George P. Reed Collector
 Daniel King Receiver
 Daniel King Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at
 10 A. M. and 2d and 4th Sundays at 4 P. M.
 Walter H. Bell, Box 68 Master
 B. L. Searles, Box 265 Secretary
 George Gylendenskog Collector
 Martin Muth Receiver
 M. O'Rourke, Duluth Magazine Agent

402. WATER LILY; Water Valley, Minn.

Meets in Odd Fellows' Hall, 1st and 3d Mondays
 at 2 P. M.
 J. R. Gaffney, Box 65 Master
 J. W. Diesel, Box 65 Secretary
 Wm. G. Guess, Box 65 Collector
 Jacob P. Bengtson Box 111 Receiver
 J. R. Gaffney, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. P. Hall 2d and 4th Sundays at 2 P. M.
 Walter M. Moore, 810 Dinwiddie St. Master
 O. W. Gaskins, cor. County and Pearl sts. Secretary
 O. W. Gaskins, cor. County and Pearl st. Collector
 Walter M. Moore, 810 Dinwiddie St. Receiver
 J. F. Sullivan, 108 Crawford St Magazine Agent

404. GRAVITY; Dunmore, Pa.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2
 P. M.
 W. W. Swartz Master
 Chas. E. Collins Secretary
 W. J. Stuart Collector
 Daniel Wescott Receiver
 Dan. Gilbride Magazine Agent

405. VANDALIA; Elmhurst, Ill.

Meets in K. H. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Crise, Box 251 Master
 Jacob Schmitt, Box 301 Secretary
 W. H. Crise, Box 251 Collector
 August Underhiner Receiver
 James Lett, Box 251 Magazine Agent

406. THANKSGIVING; Foxburg, Pa.

Meets in Odd Fellows Hall, 2d and 4th Sundays
 at 6:30 P. M.
 Gillian C. Miller Master
 William F. Keefer Secretary
 Payson J. Lancaster Collector
 Jas. E. Dunlap Receiver
 John B. Gates Magazine Agent

407. PUGET SOUND; Seattle, Wash.

Meets in Brunswick Hall, cor. Madison and Front
 Sts., every Sunday at 7:30 P. M.
 Wm. Blackman, C. & P. S. Shops Master
 C. E. Houston, C. & P. S. Shops Secretary
 James Gilluly, care C. & P. S. Shops Collector
 C. E. Houston, care C. & P. S. Shops Receiver
 Geo. Burns, cor. 7th and Main St. Magazine Agent

408. CRYSTAL; Jacksonville, Ill.

Meets in S. of V. Hall W. State St., 1st and 3d
 Sundays at 2 P. M.
 Gus J. Vieira, 754 W. Lafayette ave Master
 F. E. Morrison, 131 Hardin ave Secretary
 W. Watson Collector
 O. P. Hairgrove, 1928 S. Main st Receiver
 F. E. Morrison, 131 Hardin ave Magazine Agent

409. AIR LINE; Huntingburg, Ind.

Meets in K. P. Hall, 2d and 4th Sundays.
 Frank Thalmuller Master
 Frank Bowen Secretary
 Geo. W. Prout Collector
 Jas. A. O'Neill Receiver
 Frank Bowen Magazine Agent

410. HERBERT P. LITTLEJOHN; Fitchburg, Mass.

Meets in G. A. R. Hall, 1st and 3d Sunday.
 F. L. Johnson, 21 Winthrop st Master
 W. A. Clements, 99 Nashua st Secretary
 A. F. Mason, F. K. R. Round House Collector
 J. D. Gleason Receiver
 J. M. Agnew, 169 Highland ave Magazine Agent

411. WOLVERINE; Marshall, Mich.

Meets in G. A. R. Hall, 2d and 4th Sundays at 2 P. M.
 W. H. Bourke, Box 615 Master
 Jere P. Mahoney Secretary
 Thomas Butler Collector
 G. W. De La Vergne Receiver
 Joseph Faulkner Magazine Agent

412. MT. BAKER; Ellensburg, Wash.

Meets in Engineer's Hall, every Saturday evening.
 H. McCabe, Box 308 Master
 J. A. Patchett, Box 308 Secretary
 J. T. Kirby Collector
 A. W. Brummitt Receiver
 Ernest Stewart Magazine Agent

413. TWO REPUBLICS; San Luis Potosi, Mexico.

Meets in Hall 5, Calle De Morales No. 28, 1st and 3d Sundays at 2 P. M.
 John McBride Master
 Wylie McFarland Secretary
 Walter Blount Collector
 Frank O. Brantley, Box 122 Receiver
 Frank O. Brantley, Box 122 Magazine Agent

414. ADAMANT; St. Louis, Mo.

Meets in Masonic Hall, Cor. Chouteau Ave. and Old Manchester Road, 1st and 3d Fridays at 7:30 P. M.
 W. W. Reid, 3968 Chouteau Ave. Master
 A. A. Fortney, 827 Old Manchester Road Secretary
 L. A. Wilson, 1045 Old Manchester Road, Collector
 A. A. Fortney, 827 Old Manchester Road, Receiver
 J. G. Hynes, 1213 Old Manchester Road Magazine Agent

415. MAYFLOWER; Louisville, Ky.

Meets in Market Hall, Shelby St., bet. Market and Jefferson Sts., Wednesdays at 2 P. M.
 B. W. Blue, 1018 Washington St Master
 Geo. C. Twyman, 1280 New Main St Secretary
 Slade Carr, 1415 Frankford Ave Collector
 W. M. McKenna, 938 E. Jefferson St Receiver
 W. M. McKenna, 938 E. Jefferson St Mag. Agent

416. RADIANT; Mahoningtown, Pa.

Meets in Smith's Hall, 1st and 3d Sundays at 1 P. M.
 F. N. Truesdale Master
 J. H. McIlvenny, New Castle Secretary
 Jas. G. Barrett Collector
 F. Churchfield Receiver
 Jacob McClain Magazine Agent

417. FT. SUMTER; Charleston, S. C.

Meets in Irish Volunteer Hall, 12 Vanderhorst St., 1st and 3d Sundays.
 John B. Nunn, 1230 Mark St., Augusta, Ga. Master
 J. J. Fickling, 168 St. Philip St Secretary
 W. B. Johnson, 53 Line St Collector
 F. J. Holtlander, 14 Line St Receiver
 J. J. Fickling, 168 St. Philip St Magazine Agent

418. BALD EAGLE; Jersey Shore, Pa.

Meets in Engineer's Hall, cor. Allegheny and Wiley Sts., 2d and 4th Sundays at 1:30 P. M.
 Robt. L. Muir Master
 Thos. Snyder Secretary
 Patrick Sherry Collector
 C. H. Sherry Receiver
 W. H. Johnson Magazine Agent

419. STEPTOE BUTTE; Tekoa, Wash.

Meets in Warner's Hall, Main street, Tuesdays at 7:30 P. M.
 D. S. McDonald Master
 Geo. N. Smith Secretary
 J. J. Winsip Collector
 John Wilson Receiver
 H. K. Taylor Magazine Agent

420. ANN ARBOR, Owosso Mich.

Meets in G. A. R. Hall, Main and Washington streets, 2d and 4th Sundays at 2 P. M.
 Geo. W. Crinklaw Master
 Watson Hurst Secretary
 Geo. S. Corey Collector
 Frank E. Harrington Receiver
 James Moore Magazine Agent

421. WINDSOR, Windsor, Ont.

Meets 2d and 4th Mondays at 7:30 P. M.
 John A. Finnie Master
 J. H. Hall, Walkerville Secretary
 Thos. H. Yates Collector
 C. B. Finley Receiver
 Thos. Noble Magazine Agent

422. LAKE VIEW, Ashtabula, Harbor, Ohio.

Meets in E. A. U. Hall, Harbor, 1st and 3d Sundays at 7:30 P. M.
 Rollin J. Mills, Box H Master
 E. J. Bardard Secretary
 M. C. Schram Collector
 Win. Strong Receiver
 J. E. Fitzgerald, Ashtabula Magazine Agent

423. MOUNT HELENA; Helena, Mont.

Meets in I. O. O. F. Hall, Main and Jackson St., 2d and 4th Saturdays at 7:30 P. M.
 Thos. McCarthy, 1517 Gallatin St Master
 F. W. Lenzle, 1566 Phoenix Ave Secretary
 Jos. Wagner, care J. C. Stobbs, Depot Collector
 O. F. Whitehead, care J. C. Stobbs, Depot, Receiver
 Jas. J. Grant, 1566 Phoenix Ave. Magazine Agent

424. FLEETWOOD; Covington, Ky.

Meets in Odd Fellows Hall, Madison Ave. and 5th St., 2d and 4th Sundays at 2 P. M.
 E. A. Lyman, 119 E. 13th St Master
 Chas. E. Bass, 31 E. Robins ave Secretary
 J. W. Kincaid, 1414 Garrard St Collector
 J. C. Green, 31 E. Robins ave Receiver
 B. O. Chalkley, 1115 Washington St Magazine Agent

425. PETER BURNS; East Nashville, Tenn.

Meets in Wingrover's Hall, North First st., every Monday at 8:00 P. M.
 Wm. Green, 23 North Second st Master
 J. L. Enoch, 241 Foster st Secretary
 L. M. Rowe, 241 Foster st Collector
 H. P. Bledsoe, 205 Berry st Receiver
 L. M. Rowe, 241 Foster st Magazine Agent

426. TOMBIGBEE; Columbus, Miss.

Meets in K. P. Hall, 1st and 3d Sundays at 4 P. M.
 J. A. Cheatham Master
 Geo. W. Carson Secretary
 Percy W. Gardner Collector
 John W. Bealle Receiver
 Percy W. Gardner Magazine Agent

427. CONGAREE; Columbia, S. C.

Meets in Phoenix Hook and Ladder Fire Co. Hall, every Saturday at 7:30 P. M.
 T. M. Glenn, 249 Henderson st Master
 M. J. Boling, 164 Laurel st Secretary
 C. A. Bigby Collector
 F. L. Outlaw, 164 Laurel st Receiver
 W. S. Fetner, 41 Richland st Magazine Agent

428. CHEROKEE; Van Buren, Ark.

Meets in A. O. U. W. Hall, 2d and 4th Thursdays at 7:30 P. M.
 E. S. Dickerson Master
 D. H. Eakin Secretary
 J. H. Brock Collector
 D. H. Eakin Receiver
 Frank Johnson Magazine Agent

429. MOUNT PLEASANT; Chicago, Ill.

Meets in Kane's Hall, 3155 Archer ave, 1st and 3d Sundays at 7:30 P. M.
 P. Murphy, 3801 Marshfield ave Master
 Chaffey Devana, 938 31st St Secretary
 Joseph Smith, 3551 Marshall st Collector
 Daniel Canney, 3029 17th ave Receiver
 M. O. Ricksecker, 1513 35th st Magazine agent

430. WINCHESTER; Martinsburg, W. Va.

Meets in B. of L. F. Hall, corner Rawley and Martin sts., 1st and 3d Saturdays at 7:30 P. M.
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 Michael Sharon Secretary
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 W. O. Sutter Receiver
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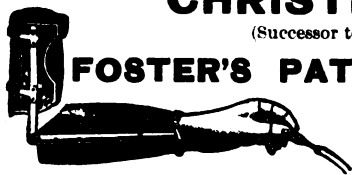
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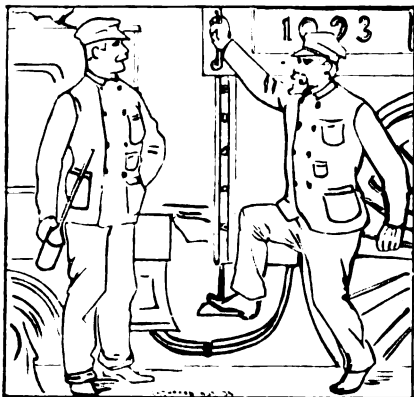
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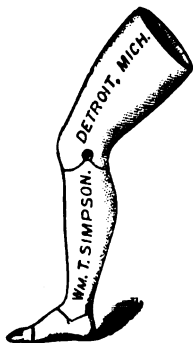
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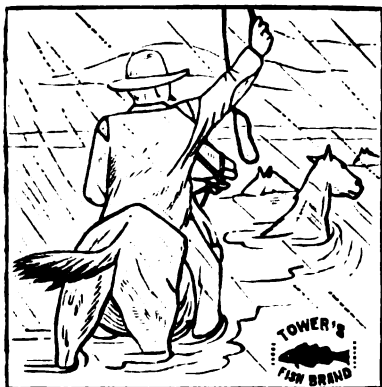
In this article is made public for the first time the true reason why the Confederate sentinel did not challenge or fire upon the 109 Union prisoners whom he saw escape through the famous tunnel on the night of February 9th, 1864.

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SIDE BY SIDE.

TWO HEROES, speeding toward their homes where Wife and Little Ones await them, MEET THEIR DEATH while at the POST OF DUTY.

On Friday evening, October 3, 1890, a freight train, rushing down a heavy grade at full speed to the entrance of a tunnel, plunged into a land slide which had completely blocked the entrance, burying the engine and piling up the cars in a heap of ruins. To add to the horror the wreck took fire. The Engineer and his Fireman were covered in the debris. The Fireman, GEORGE KNUCKLES, was caught by the arm, and was not released until about daylight the next morning, while ENGINEER MCCOY was literally buried beneath the pile of wreckage. With his head terribly crushed and his body almost cooked by steam and water, he finally succeeded, after more than an hour, in crawling out more dead than alive.

Both men were insured in the **RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION**, and the history of their case is interesting.

ENGINEER JAMES B. MCCOY, Of Atlanta, Georgia,

was insured in the Railway Officials' and Conductors' Accident Association for \$1,000 at death and \$5 weekly indemnity. He was in a wreck on August 12th, being badly scalded and bruised. On August 18th, the Association sent him, while laid up, his first week's indemnity, and on October the 3d, the morning of his death, had sent him the balance of his indemnity for seven weeks. His first run after his recovery was that in which he was killed, on October 3d. He lingered in awful suffering until three o'clock Saturday morning, when his brave soul went out from his poor, maimed body. At nine o'clock that morning the Association in Indianapolis learned of his death, by telegraph. Before ten o'clock they telegraphed to his widow **\$250 Funeral Benefit**, and it reached her four hours and a half before the remains of her husband were brought home. Saturday afternoon's mail carried the balance of his death indemnity, which was paid over to Mrs. McCoy, and her receipt in full obtained on October 8th, **just five days after his death**. The following acknowledgment was received October 10th:

ATLANTA, GA., October 8th, 1890.

W. K. BELLIS, Secretary Railway Officials' and Conductors' Accident Association, Indianapolis, Ind.:

DEAR SIR—

I have this day received from J. D. Collins, your

agent, the sum of \$1,000, being the full amount due me on policy held by my late husband, J. B. McCoy, who was killed at Little Tunnel, E. T. V. & G. R. R., October 4th, by running into a land-slide. I wish to extend my heart-felt thanks to the noble Accident Association. The \$250 funeral benefit was paid to me in six hours after my husband's death occurred. The full amount of \$1,000 was settled in five days after date of death. I remain, truly yours,

MRS. MELISSIE MCCOY.

FIREMAN GEORGE KNUCKLES, Of Atlanta, Georgia,

had his arm badly crushed and burned, but the Association did not learn of his being in the wreck until Monday evening, October 6th. He was insured for \$2,000 death and \$10 weekly benefit. On Tuesday the Association sent him his first weekly indemnity. On Thursday they were notified that his arm had been amputated on the night of October 6th, at the hospital in Dalton. The same day, October 9th, they telegraphed to him the sum of \$250, and sent by mail the balance, \$750, due him as **Half Benefit for loss of one limb**. On Saturday morning, the 11th, they were notified that he had died from his injuries on the night of Tuesday, October 7th, and the same day (October 11th) sent to their agent in Atlanta the remaining \$1,000, having settled the full claim of \$2,000 in five days from the first information received of his injury, and within **four days of his death**.

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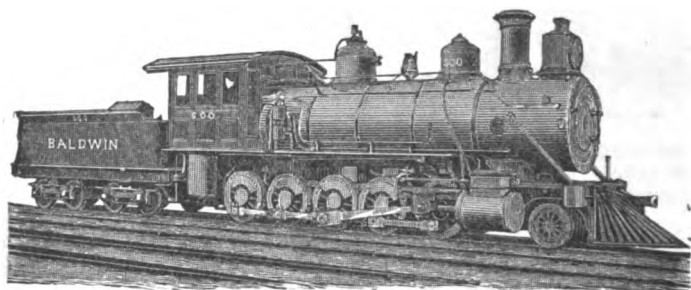
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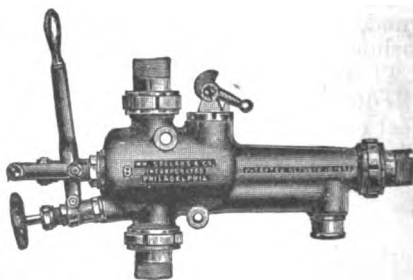
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should the Jet break from interruption of the steam or water supply, as soon as the supply is resumed.

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PHILADELPHIA, PA.

LOCOMOTIVE FIREMEN'S MAGAZINE.

VOL. XIV.

DECEMBER, 1890.

No. 12.

OFFICIAL ORGAN OF THE

Brotherhood of Locomotive Firemen.

Entered at Terre Haute Postoffice as second-class matter.

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EUGENE V. DEBS, . . . *Editor and Manager.*

RETROSPECTIVE AND PROSPECTIVE.

Before another number of the *Magazine* makes its appearance, 1890 will have joined the centuries gone.

We are not in a mood to write of 1890 in pathetic phrase; we have no tears to shed over 1890. Were we otherwise inclined, we fail to see any practical good that would accrue to our readers.

Suppose it were possible that we could transform the eyes of our readers into fountains of tears? Suppose we could set all the Lodges of our great Brotherhood to sobbing? What then? Well, much can be said to the credit of tears; for oft in their redeeming flow the stains that sin hath made have been washed away—

“The ruin'd maid—the shrine profaned—
Oaths broken—and the threshold stained
With blood of guests!—there written all,
Black as the damning drops that fall
From the denouncing Angel's pen,
Ere Mercy weeps them out again!”

But, however valuable tears may be on

certain occasions, we have none to shed over 1890. In fact, as we write, 1890, though approaching his end, is as hail and hearty as when, at midnight—night's high noon, booted, crowned and spurred, he took charge of mundane affairs, became general manager of the solar system of planetary tracks and trains, and, asking no questions, has, with a total disregard of Sundays and holidays, kept things moving at a speed utterly incomprehensible.

From first to last, 1890 has devoted himself strictly to business. Having only 365 days, 6 hours and 13 minutes at his command, and being required to take the earth around the sun in that time, we readily excuse his silent austerity and general unsympathetic characteristics.

We, too, mean business. The year 1890 has afforded us the opportunity to publish twelve numbers of the LOCOMOTIVE FIREMEN'S MAGAZINE. This (December) number is the last one for the year. With the opportunities thus afforded, we have gathered the usual harvest of experience, and the twelve numbers for 1891 will show a number of substantial improvements.

As a force and a factor in advancing the interests of the BROTHERHOOD OF LOCOMOTIVE FIREMEN, we are clearly of the opinion the *Magazine* has met, in a large measure, every reasonable demand. It would be strange, indeed, if upon this point no contrariety of opinion could be discovered; but, in the light of all the facts, the conclusion is inevitable that the *Magazine* has been true to its mission, because it has been true to the Brotherhood of which it is

the official organ, and the Brotherhood finds itself, at the close of the year, far advanced as compared with December, 1889.

In saying this, we must not be charged with egotism. We claim for the *MAGAZINE* only its rightful share in whatever satisfaction the Brotherhood experiences in contemplating its advanced position—and we confess that the satisfaction, if not boundless, is abounding.

During the year, one question of vital consequence to the Brotherhood has been up for debate and settlement. We refer to federation—and surely, in casting a backward glance over the battlefield, results warrant florid felicitations. Federation is out of the woods and in the open field. It now constitutes a grand army. It is no far-fetched fancy to say that the federated orders are now passing in review, that drums are beating and that banners are waving—knee to knee and shoulder to shoulder, heads erect, and with courageous mien, their stature and their step proclaim them men without fear and without reproach; workingmen whose badges honor them and who honor their badges; men who, though not the enemies of capitalists, are the friends of labor, and who, in any conflict with the oppressors of labor, will stand together, and, when all else fails, will strike as one man for their rights.

In all of the pageants that challenged the admiration of men during 1890, not one possessed the significance, the redeeming and emancipating glory of the processions of organized labor, announcing to the world that Labor's Emancipation Day draweth nigh!

Turning from a theme that thrills the soul with exultant faith and hope, we are scarcely less jubilant when we behold our own great Brotherhood striding on to pre-eminence. Twenty thousand men in line, loyal to law and order; devoted to the principles and policy of their organization; in profound sympathy with all labor organizations; ready to level up wages and level down aristocracy; animated by friendship and fellowship for all toilers; believing in federation as the climax of organized effort; independent, fearless and self-reliant;—by all the gods at once, we like the picture, and for the

privilege of contemplating it which 1890 has granted, will with special pleasure weave a garland of amaranths and lay it lovingly on his bier when he hands in his checks.

If the retrospect is so full of satisfaction what may be said prospectively? May we not judge the future by the past?

If in the past our Brotherhood has won victories, each triumph has had its battle, and it will be as true in the future. We doubt if the real labor battle has yet been fought. At best, the conflicts have been mere skirmishes. To observant eyes and to ears attuned, the sights and sounds presage a contest of overwhelming majesty. Capitalists are taking account of their resources. There may be those who can be lulled to repose by the siren song of peace. There is to be a national federation of corporations. It will be as compact as adamant. The work has been begun. Not a day of 1890 passed, that hundreds of workingmen did not realize the ostracising power of the corporation. Circumstances may postpone for a time the impending crisis, but the battle is inevitable. Labor is preparing for its coming. It judges the future by the past and is organizing. The significance of labor organizations is understood by corporations. The preparations mean strikes as a last resort, and strike means war, and war means battles, victories or defeats. The hope may be entertained that this preparation shall prolong peace.

We dismiss such thoughts for the expression of thankfulness that the present affords all opportunities to be charitable and forgiving. As we write, all christendom is preparing for the Christmas holidays. In the whirling tides of festivities, dull care will be dismissed. Music will lend its enchantments, and man's better nature, asserting its divine right to rule for a while, will give the world a week's release from the mad chase after the "Almighty Dollar."

It will be a season for gifts, reunions and messages glowing with friendship, in which the spirit of the Master will bear sway.

In our fancy, the Christmas bells are chiming, happy homes are ablaze with light and joy. God pity the poor, the homes darkened by poverty. And as we send our Christmas greetings to our 100,000 readers,

to our friends in all the Lodges throughout the continental jurisdiction of our Brotherhood—we say, as you have ability, give to the poor, and in the records which 1890 shall bear away of our deeds of love and devotion, not one will shine with more resplendent beauty than that which tells of our remembrance of those who are the victims of poverty and misfortune.

HON. CHAUNCEY M. DEPEW AS A LABOR ORATOR.

On October 13th the Brotherhood of Locomotive Engineers began their Twenty-seventh Annual Convention in the city of Pittsburgh, Pa.

The programme for the public meeting was elaborate and attractive, the most captivating feature being the address of Mr. Chauncey M. Depew, President of the New York Central and Hudson River Railroad.

The incident is of a character that will set the labor world to thinking on both sides of the Atlantic.

Manifestly, opinions will differ widely as to the ulterior object Mr. Depew has in view by accepting invitations to appear on labor platforms as the "orator of the day." He belongs to no labor organization. He wears no labor badge. He probably never performed a day's manual labor in his life. He is not the associate of laboring men. He never, for an hour, experienced their trials and privations. He knows nothing of their anxieties. Chauncey M. Depew is a lawyer by profession, and to that profession owes his present position as President of the New York Central and Hudson River Railroad.

It may be well to remark in this connection that the real workmen on the Vanderbilt railroads (we refer to those in the train service of the roads) receive from \$1.50 to \$4.00 a day, an average, say, of \$2.50 a day, while Mr. Depew receives \$138.86 a day. In the matter of pay he towers above them as Pike's Peak towers above the hills of the prairie dog.

Mr. Depew lives in a palatial home—in all regards princely. It is furnished luxuriously. In art, the works of masters of the past and the present challenge the admira-

tion of beholders. No potentate is served with richer fare or rarer wines.

The associates, the boon companions of Mr. Depew, this new labor leader and orator, are railroad kings, trust millionaires, monopolist moguls, the bullion barons—what are called in New York the "upper crust." Just how much consideration these high-headed, social giraffes have for workmen has been written with an "iron pen and lead in the rocks forever." If the army of workmen has moved an inch during the current century towards the goal of better pay and better conditions it has been done without the aid of Chauncey M. Depew and the millionaires who pay him \$50,000 a year out of the earnings of men who receive from \$1.00 to \$4.00 a day.

The question arises, Why is it, at this juncture, Mr. Depew plays the role of labor orator? Has Mr. Depew, with his \$50,000 a year, become a labor reformer, a "walking delegate," whose mission it is to magnify and dignify the mission of railroad workmen? Such questions are up for debate and workmen will discuss them.

The inquiry is already going the rounds of the lodges: Is Mr. Chauncey M. Depew the avant courier of the millennial era, when "old men shall dream dreams and young men shall see visions?" Is the good time really at hand when the "wolf," H. Walter Webb, shall lie down with a Knight of Labor "kid," and Lee, the "young lion," and Powderly, the "fatling," and be happy as clams at high tide? And is it to be believed that the "lions," Vanderbilts, Gould, Corbin, Huntington, *et al.*, are to be seen eating "straw like the ox?"

Is the appearance of Chauncey M. Depew on the labor rostrum, as a labor reformer, to be accepted as a sign and wonder in the earth that railroad employes shall learn strikes no more? Are firemen to beat their picks "into pruning hooks" and their scoops "into plough shares" and go to Europe and hobnob with dukes and lords and other titled aristocrats? Are the engineers to everlastingly throttle injustice and then tell the rest of mankind to "mind their own business?" Are the switchmen to close up the switches and bring the world to a full stop, or open them, and shout "let her go,

Gallagher?" Are the brakemen, in storm or shine, to wear the same angelic smile regardless of ice and snow, and continue to go to their death protesting that railroad corporations shed oceans of tears over their graves while pleading the "co-employé" dodge to shirk responsibility? Are conductors to continue to punch with care tickets to cross roads or kingdom come, and at the end of the "run" find themselves as spotted as a leopard and compelled to wear the spots for the gratification of the sublimated officials, who, like Mr. Depew are labor reformers in a sense that would give an average cast iron dog the chills?

Most assuredly this *Magazine* bears no grudge, no ill-will towards Mr. Chauncey M. Depew. It does not envy him his \$138.86 a day, his \$50,000 a year. His palatial home, its sumptuous surroundings, its costly furniture and superb works of art awaken no jealousies—neither robes of purple and fine linen, nor rich viands that tempt the palate of fastidious epicure or gourmand creates the slightest ripple in the affairs of the *Magazine*. It is simply interested in Mr. Depew as a labor reformer, a labor orator, a man who suddenly comes like a comet to astonish the world by its luminosity, and to set men to thinking about its mission, what are its constituent element, and whether its head or its tail is the more dangerous.

As a matter of course, and as a matter of fact, this *Magazine* has a theory in regard to Mr. Depew's appearance upon the rostrum as a labor reformer.

This theory, in cold type and in all seriousness, is that Mr. Depew has found a place where he can stand, by the grace of Mr. P. M. Arthur, and fight the federation of railroad employés.

Our theory finds all the support demanded in facts as unyielding as adamant, and in the logic of facts which defies successful contradiction.

We state the facts:

1st. The federation of organizations of railroad employés, engaged in the train service of the country, presupposes ability to exact of railroad corporations even-handed justice, when such equity, impartiality and fair play is denied.

2d. Federation recognizes the fact that

each class of employés engaged in the train service of railroads is alike indispensable to that service, and therefore, that between them mutual interests exist that no power can revoke.

3d. Hence, the federation of the organizations named is not only legal, but natural, inherent, existing in the very fitness of things, and must take place the day the mind-forces of such employés triumph over ignorance, envy and bigotry.

Upon these propositions we have from the first challenged debate, and here and now, if Mr. Chauncey M. Depew desires an audience of ONE HUNDRED THOUSAND readers to controvert the facts as we have stated them, the pages of this *Magazine* are at his service.

He has started out as a labor reformer, and his mission is to defeat federation if he can. One of the duties of this *Magazine* is to demonstrate that federation is the broadway, the highway out of the injustice, the vexations and degradations which, from the first, have been the lot of railroad employés.

So far, and we challenge the record, and we include Mr. Depew's Pittsburg speech, not one lucid argument has ever been formulated, spoken or printed, that controverted any logical proposition favoring federation. Why? Simply because there is not in the very nature of things, from bottom facts to crowning facts, a place where an argument, worthy of the name, can find a footing.

It was, doubtless, supposed that Mr. Chauncey M. Depew could formulate such an argument if there was a man in the United States equal to the task. He is a renowned lawyer. He is skilled in technicalities, in sophistries, in the jugglery, the legerdmain of pleadings. He understands the process of watering stocks and in collecting dividends on moonshine investments, and the foes of federation, doubtless, believed that the President of a great railroad system, that pays him \$50,000 a year, could on a labor platform, annihilate federation. Every preparation that wealth and power could devise was made, so that when the Depew bomb exploded, federation, if found at all, would appear in fragments, where the "whangdoodle mourneth." The wires were

placed at the disposal of Mr. Depew by Jay Gould, who owns them, and as the mighty words of the \$50,000-a-year-labor-reformer were uttered they were flashed over the continent. But federation survives. Like the Hebrew children, it comes forth from Mr. Depew's fiery furnace without the "smell of fire upon its garments."

Mr. Depew should have remembered the maxim, that a "false description does not vitiate a document," and that his false description of federation, instead of vitiating it, will serve to give it strength and durability, and to eventually secure its triumph.

In this article our purpose is not to analyze Mr. Depew's address. In so far as it was complimentary to the Brotherhood of Locomotive Engineers it has our unqualified approval. It is a great order, made up chiefly of graduates from the great Brotherhood of Locomotive Firemen, whose *Alma mater* still holds a prominent place in their regards.

We know that the Brotherhood of Engineers, since its organization, has moved steadily forward in its prosperous career, battling against injustice to secure better conditions, better wages and less hours of labor, and that in all these years of struggle Mr. Depew's voice was never raised to aid them to overcome any wrong that impeded their progress, but when the victory was won this new-fledged labor reformer strides to the front to make it appear that in all the weary years of combat he has been profoundly solicitous for their welfare. And now, when Mr. P. M. Arthur arrays himself against federation, Mr. Depew, with all his equipment of law and learning, comes to Mr. Arthur's rescue and gives such influence as he can command to embarrass the federation movement.

In the course of his remarks, Mr. Depew said :

We have learned from experience several important lessons. It has been demonstrated that socialism, either with individuals or by the State, is incompatible with our liberty, and cannot survive under our institutions. Over five hundred societies have been formed to put in practice socialistic theories. They have been headed by earnest, self-sacrificing and devoted people, and wrecked by disciples who could get along with nobody in this world and would never be received into the next, and who fondly imagined they could create a better world of their own.

In the quotation we have made, the purpose of Mr. Depew is as clear as daylight. Mr. Depew is aware that in the United States there is a deep-seated hostility to what is called "socialism." He knows that in the public mind it is associated with Anarchism, and every other unpopular *ism*, and he means to be understood that federation is but another name for socialism, with all the crimes and abominations cranks, in the frenzy of their hallucinations, have charged upon it.

We would do Mr. Depew, the \$50,000-a-year-labor-agitator, no wrong. He is the president and attorney of a great railroad system that recently struck down Knights of Labor because they were Knights of Labor, and this was done without protest from Mr. Depew, and penniless men were made houseless and homeless because they had exercised the right to join a labor organization, and yet, this man Depew, this *dumb* man when infamous wrongs were being perpetrated where he had supreme power, strides upon a labor platform to flatter a Brotherhood which, were its members to strike, as its laws permit them to do, would be as speedily *Corbinized* and *Russianized* as were the Knights of Labor.

For the nonce we dismiss Mr. Depew's utterances at Pittsburg. We cannot indulge the belief that he contemplates becoming a member of the Brotherhood of Locomotive Engineers, and yet, it may be possible for him to entertain the opinion that if he should be elected G. C. E. of the B. of L. E. while President of the N. Y. C. & H. R. R. R. he could work more effectively to break up and break down federation.

It will occur to many readers that Mr. Depew should turn his attention to the purification of corporations with which, directly and indirectly, he is associated. As for workmen, they have long since resolved to "quit themselves like men." They have clear conceptions of the power of federation and of the power of the corporation. They know that "money talks" and that a man at \$50,000 a year, in his pocket, in the nature of things, ought to be true to the corporation that fattens him.

Just now, federation is the theme of railroad employes engaged in the train service

of the country. They have tuned their throats and their harps to the music of federation. They

"Hold it truth, with him who sings,
To one clear harp in divers tones,
That men may rise on stepping-stones
Of their dead selves to higher things."

THE WAGES SYSTEM.

In the *Forum* for July appears a paper on "The Wages System," from the pen of Rev. Dr. Lyman Abbott, recently installed as Rev. Henry Ward Beecher's successor in the pastorate of Plymouth church. It may interest the readers of the *Magazine* to know that Mr. Abbott at first studied law, which he abandoned for theology, and is now recognized, not only as a preacher of liberal views, but as a writer upon topics which the church, it is thought, in certain exclusively hide-bound circles, was not organized to discuss.

Mr. Abbott doubts that "we are approaching an industrial revolution," but is positive that such a revolution "is promised or threatened," and his belief rests upon the evidences he has of "discontent with existing social order," which he says is "deep, widespread and extraordinary."

It should be remembered that Mr. Abbott is simply a theological D. D.; that he is paid ten thousand dollars a year to discuss "no theology and new theology," to knock down old creeds and old dogmas, and introduce others more in consonance with the enlightenments and liberalities of the age. To remain in Plymouth church he has got to be something like Henry Ward Beecher. The old worn ruts and trails won't do in Plymouth church, the members of that world-renowned society will not tolerate the nanby-pambyisms of Talmage. They believe in heaven and its palaces, white robes, golden harps and crowns, but while "here below," wrestling with stocks and bonds, silver and gold, commerce and manufactures, debts and credits, taxation and revenues, law and legislation, the man who preaches for them must be a man of affairs, and like a bank president or a general manager of a railroad, must earn his money. He must be a thinker, and his thoughts must have a wide range, touching the economics of this life as well

as topics which relate to another life, about which even the Rev. Dr. Lyman Abbott at best, can know little. As a result, we apprehend, the Plymouth divine takes up "The Wages System," and concludes a "revolution is promised or threatened."

We desire to say to the Rev. gentleman the revolution is here. It has come. The town meetings have been held, or, more properly, the "Union meetings" have been held. Others are announced. Several chests of tea have been thrown overboard, not only in Boston Harbor, but in other places. The John Hancocks, the John Adamses, the Patrick Henrys and thousands of other revolutionists have announced themselves, and to emphasize matters, organizations are federating and a continental Supreme Council has been established. The Rev. Mr. Abbott sees more clearly than he is willing to admit that what he calls a "promised or threatened" revolution has begun. Of the "discontent" to which the writer refers, he says:

It characterizes in different degrees nearly all classes, all faiths, and all commercial and industrial communities. Anarchic movements, strikes, labor unions, socialistic conventions are by no means the only indications of the industrial discontent and unrest. These are serious in their proportions, and in some instances almost revolutionary in their results. The great railroad strike in the Northwest a year ago disorganized the traffic of a large section of the country and threatened the domestic commerce of the entire nation. The coal miners' strike in the East advanced the price of coal and for a time closed many factories. The dock laborers' strike in London paralyzed the commerce of Great Britain while it lasted, and the analogous strike in Liverpool resulted in the withdrawal from the ocean of several of the regular passenger steamers. A large proportion of these strikes—larger than the public generally imagine—are in whole or in part successful. One of the recent reports of the Labor Commission of the State of New York shows that a considerable majority of the strikes in that State resulted in a victory partial or complete for the strikers.

A revolution destroys the *statu quo*. Things are no longer as they were. A new set of mind forces is called into operation. The old disappears, the new takes its place. Somebody gains, somebody loses. Mr. Abbott shows that workingmen have all the force required to change things, and he might have said that this force is, like electricity, "in the very infancy of its development." Mr. Abbott has learned that the

"discontent" of which he speaks is not "confined to the lower classes of laborers." On the contrary "every skilled trade has its union," and Mr. Abbott is still more profoundly impressed that workingmen mean business when he discovers "these unions are united in a Federation of Labor."

That Mr. Abbott has studied the subject of which he writes, with no little care is shown by his reference to the fact that the "press" the "great daily newspapers, reflect the general demand for reform, and this they are doing with a voice which the deaf can hardly fail to hear." Nor is this all. "Bellamy's vision" has a third of a million readers, and a "magazine devoted to nationalism leaps at once into apparent success," and besides these forces and factors of revolution, "labor journals, organs of special movements, have an aggregate circulation far from insignificant." Moreover, the pulpit occasionally comes to the rescue and, says Mr. Abbott, "the preacher who announces as his subject some phase of industrialism is sure of a full house." "These signs" of revolution are not confined to the United States, but are seen in England and Germany, and "are writ so large that the dull sight can hardly fail to see them; these voices of prophecy are so loud that only the deliberately deaf can fail to hear."

Mr. Abbott intimates that he is a "student" of "the Wages System," and he believes "the student can better elucidate the general principles whose application can alone bring order out of chaos" than "a man of affairs, a merchant, a manufacturer or a railroad manager," and having brought his student optic to bear upon the subject, Mr. Abbott says: "It can hardly be doubted by any careful and candid student of human affairs that this discontent has a common cause, and seeks, though blindly and unintelligently, a common result," and that common result, Mr. Abbott declares, is not "to get higher wages and shorter hours," but "revolution." Following up this strikingly astute declaration the writer proceeds to supply his readers with a few old chestnuts, as follows:

In the *first stage* of the world's development, *capital owned labor*. This was slavery. The laborer was a part of the world's capital; the rich owned the poor. That was succeeded by feudalism. In this

system the rich owned the land; the workingmen were attached to and formed a part of it. They were a kind of living real estate. The capitalist owed them protection; they owed him fealty, obedience, allegiance, and a large share of the product of their industry.

A revolution has been going forward for many centuries, according to Mr. Abbott, but he does not admit the fact. He says a "revolution is promised or threatened." Still, he says, the "first stage" gave way to "industrial individualism," and then to "the Wage System." According to the writer, the revolution which he says is "promised or threatened," and the coming of which he evidently deplores, has done away already with the "stage" when "capital owned labor." "Industrial individualism" has given way to the wage system. "Slavery" and "feudalism" have been abolished by the march of revolution. But now comes the trouble, in Mr. Abbott's estimation. "The capitalists own substantially all the tools and implements of industry." The few "tool owners" control the situation and the millions of tool users must come to the "tool owners" for employment. And this condition of things, the writer asserts, "that while the world stands there must always be these two great classes of tool owners and workers; that it always has been and always will be to the end of time."

It might just here be profitable to recapitulate briefly. According to Rev. Dr. Lyman Abbott, pastor of Plymouth church, there is a "promised or threatened revolution." According to the gentleman's own testimony the revolution has been going forward from the "first stage of the world's development," when "capital owned labor." Capital no longer owns labor, slavery is abolished, and individualism has given way to organized and federated labor, until labor is to-day freer and more independent and better educated than ever before in the world's history. If that is not revolution, what is it? Mr. Abbott says that "striking operatives do not wish merely to get higher wages and shorter hours, but that they 'demand, whether they know it or not, revolution,' that 'only revolution will 'satisfy' them. This is jargon. It is devoid of reason. It is not common sense. It demonstrates that Mr. Abbott is not a student of

"The Wages System" or of wage earners. His writing is not in consonance with Christ's teachings. It ignores fundamental ideas of moral development, the ultimate enthronement of justice in human affairs. It flatters the Carnegies, the Vanderbilts, and Goulds, the trust kings and monopolists, the autocratic employers with the idea that they own all the tools, all the machinery, all the land, all the opportunities, and that the workers, while God permits the sun to shine and the rain to fall are to be the subject race, are to live by the permission of the "tool owners."

As a matter of course the Rev. Mr. Abbott could not, even seemingly, say a good word for the tool users, the "workers," without paying a glowing tribute to capitalists in the aggregate, and in doing this, as is usually the case, the Rev. gentleman draws largely upon his fancy for his facts. He says:

Many of our capitalists are men of noblest purposes. They are not tyrannical, despotic, greedy. They have given their lives, their hands, their heads to their country. They have been themselves America's hardest workingmen. They have tossed uneasily on hair mattresses many a night while their workingmen slept unbroken sleep on beds of straw. They have pushed away the untasted delicacy at the breakfast table while their workingmen ate with hearty appetite a less luxurious meal. They have fought bankruptcy for the sake of the men dependent on them, and with nervous susceptibility which muscle can never comprehend, have suffered vicariously in apprehension all the pangs of poverty of those whom they were, in vain perhaps, endeavoring to supply with work and so with bread. When they have succeeded the community has always had the greater share in the success. They have founded our hospitals, built our churches, established our libraries, erected our schools and colleges. Even when they have not been benevolent they have been beneficent. Whether they would or no, their activity and energy have been a benefaction to the community. The railroad magnate lives in a finer house, drives a finer horse, wears a finer broadcloth, and eats a tenderer steak than the wage-earner who works for him; but when he has lavished all he can upon himself he has expended but the smallest part of the wealth his brain has conjured up. The rest goes into railroads which open wild country, convert the wilderness into farms, and the hunting ground of yesterday into the gardens of to-day. The steel rail he lays is an enchanter's wand, and where it enters a community of homes and a long line of villages spring up as if by magic, and a ceaseless chime of church and schoolhouse bells ring in the advent of a blessed civilization.

It is such high wrought panegyric that sickens the average reader and makes even

those who are the victims of it chuckle when they look each other in the face. Even Chauncey M. Depew is lugged in as one who looks with disfavor on tool owners, and whose heart agonies require medical treatment whenever he thinks of how a tool user fares.

Notwithstanding Rev. Dr. Lyman Abbott's opinion that a revolution has not yet arrived but is "promised or threatened," notwithstanding his opinion that wage workers do not want "higher wages and less hours," notwithstanding his opinion that tool users seek "blindly and unintelligently" to better their condition, notwithstanding his opinion that "tool owners and workers constitute two great classes that have hitherto existed and always will exist," we say notwithstanding such opinions, the Rev. Mr. Abbott in some measure makes amends for such mental aberrations by putting on record the following:

Every man has a right to the product of his own industry; under the wages system the greater part of the products of industry go into the hands of the few tool owners. The wealth of this country has increased during the past quarter-century from fourteen billion to forty four billion. A careful statistician estimates that the wages of 5,200,000 unskilled laborers were in 1884 less than \$200 a year, while the average wages of workmen engaged in manufactures, including skilled laborers, was but \$346 a year. That system cannot be right which gives the profits of industry to the few and compels the many to live always praying, Give us this day our daily bread.

Four gifts God has given to all His children to possess in freedom—air, water, sunlight, land. The wages system, concentrating the land in hands of a few tool owners, crowds the many in tenement where sunlight is darkened, water is poisoned, and air is pestilential. "The mean mortality," says Elise Reclus, "among the well-to-do, is at the utmost one in sixty. Now, the population of Europe being a third of a thousand million, the rate of mortality among the fortunate should not exceed five million. It is three times five million." That system cannot be right which denies to God's children God's free gifts, and so summons death to their doors thrice as often as else he would come. Modern machinery Mr. Atkinson tells us, enables seven men to feed a thousand. This ought to leave some leisure for self development to the hand workers. What time had the car drivers who stood on their feet fourteen to sixteen hours a day? Or the bakers who, until recently, worked twelve to eighteen? What time have the iron workers of Pennsylvania who toil twelve hours in the day, 365 days in the year? That system cannot be right which, though God's beneficent forces stand ready to do the world's drudgery, leaves so many men mere drudges. Uncounted mothers who have a right to be home stayers, are denied that

right by the wages system, and are driven to the factory with the husbands whose incomes cannot support homes; unnumbered children under this system stand with weary eyes and pale faces beside their fathers, or in their places, in the great army of factory operatives.

Such utterances as the foregoing inspire the users of tools to continue a revolution, the result of oppressions continuing through all the centuries since "capital owned labor." Nor is it to cease. It will take no backward step. It is under way. There is a mighty mustering of the mind forces of workingmen. The "tool owners" will be required to part with some of their tools, and the "tool owners" will be "tossed" still more "uneasily on hair mattresses" than ever before. The Rev. Mr. Abbott names "four" gifts God has given to His children; "air, water, sunlight and land," but as "God is no respecter of persons," we incline to the opinion He desires that all men shall have food, clothing and shelter to keep their souls in their bodies. At any rate workingmen demand such things, and have determined that the "tool owners" shall no longer rob them of what God ordained should be their due. Defrauded tool users may be denounced as dynamiters in Russia, anarchists in France, socialists in Germany, and revolutionists in the United States, but here such things are of little consequence and will not deter workingmen from organizing and federating to secure their rightful share of the wealth they create.

BUDDHISM teaches that sublimely perfected beings, like Chauncey M. Depew, are brought into existence at long intervals, to live lives of unutterable greatness, and soon after their last after dinner speech is made, become gods. After this, they have all the leisure required to address the engineers who run the planets on their ever curving tracks, or do anything else agreeable to gods.

THE French Government made last year, 12,500,000 fire-arms. France is peacefully inclined, but she is getting ready to maintain the Republic with bullets as well as ballots.

MESSRS. JAY GOULD AND GEORGE JAY GOULD.

The New York *World*, in a recent issue, has an article captioned "Men of Millions," in which, strange to say, the Messrs. Vanderbilts are not mentioned, nor the Astors. This omission is doubtless explained by the fact that the *World's* article refers only to men who are speculators, who are "bulls and bears," who understand "longs and shorts," "puts and calls"—who are experts as lamb shearers, and who enjoy the music of the bleating animals when deprived of their fleeces.

The article in question devotes more space to Messrs. Jay Gould and his son, George, than to others who have made their "pile," and though some of them have won national notoriety, the two Goulds, father and son, are assigned the most conspicuous places in the narrative. This is doubtless proper, as the elder Gould is probably worth more money than all the others who are named combined.

All railroad men, no matter what may be their calling, are interested in knowing as much as possible about Mr. Jay Gould, whose annual income is now placed at \$10,000,000—\$27,397 a day—\$1,141 an hour—\$19.00 a minute, and 31 cents every second.

There may be some prince or potentate somewhere who enjoys a larger income than Mr. J. Gould, but we are unable to name him, though it is possible that the income of Mr. Vanderbilt or Mr. Astor represents as much cash every year as drops into the till of Mr. Gould. The *World*, in referring to Mr. Gould, says:

Foremost of all American speculators is Jay Gould. During the past three or four years Mr. Gould has not been so potent a factor in speculation as previously. There was a time when he actually ruled the market. If he were to exert his power he could do so again. He has latterly been credited with a renewal of operations in the stocks on something like the old scale. He has not traded in the market promiscuously, but has restricted his dealings to the securities of the corporations which he controls. Mr. Gould's great advantage over other operators in his speculations has always been in the fact of his having a hand in so many corporations. He has thus been enabled to obtain inside information upon which he could base his dealings with almost absolute certainty of success. Added to this was his great wealth, which he could use to buy up the whole stock of a company if necessary to bring the

bears to terms; or, on the other hand, he could use his money to sell a stock short on a vast scale, and in that way break the price.

Mr. Gould abandoned speculation on account of his health. He was greatly troubled with neuralgia and indigestion, and the doctors said that rest was necessary for his recovery. Mr. Gould's present appearance is greatly improved from three years ago.

When Mr. Gould is speculating he watches the stock tape very closely. The noise of the ticker is music to his ears, and the tape which it turns off, covered with cabalistic marks, is a running narrative to him. His favorite attitude at the ticker is to sit on the arm of the chair with one leg crossed over the other and to twirl a piece of paper, the ends of which are held between the thumb and forefinger of each hand. He seldom makes any comments on the course of prices, but he keeps up an incessant thinking, and acts as he thinks.

When he was active in the market he sometimes employed as many as two hundred brokers, and he never let his right-hand man know what his left-hand man was doing. Private telegraph wires connected his own office with twenty-five brokerage offices in the street. It was like a game of chess. He watched the board and made his moves with consummate skill. There were times when Mr. Gould lost in his speculations, but there were more times when he profited, as his enormous fortune attests.

Mr. Gould will probably never try to dominate the market again. He does not care to risk his health in the mad whirl. He may now and then buy or sell a railroad and make \$5,000,000 or \$10,000,000 in a lump, but that will be mild excitement compared to his former experience. Mr. Gould leads a very simple life. He indulges in no luxuries beyond his Fifth-avenue mansion and his country place at Irvington-on-the-Hudson. Few men eat plainer food. He has his breakfast and dinner at home, but his luncheon, consisting merely of a plate of soup, and some fruit, is generally taken at the Western Union building, where he has his private office.

He never drinks wines unless occasionally to taste some sweet vintage, and then only because he has guests or is a guest. He does not use tobacco and does not like the fumes of the weed. There never is any smoking in his offices. He goes to bed as a rule at 10 o'clock and is up by 5:30 or 6 in the summer and by 7 in the winter. He comes down town with the crowd in the Elevated train and goes back the same way. He rarely uses a carriage.

Mr. Gould is a great deal more sociable than he used to be. This is accounted for by the fact that he has not so many business matters to occupy him as formerly. He runs over to the Windsor Hotel, the principal rendezvous of the stock speculators, for a chat of an hour or so every afternoon before his dinner. He is also seen there, as a rule, on Sunday afternoons. He often goes into the reading room to look over the newspapers that are kept on file there. He is a great reader of newspapers. The stories they contain about him afford him unlimited amusement, for the majority of them are wholly the work of imagination, and are ludicrously preposterous when the facts regarding Mr. Gould's habits and doings are known.

It will be observed that Mr. Gould is severely abstemious, and that his habits are devoid of ostentation. He rides on the elevated roads, and eschews wines and cigars, in fact, luxuries of every description. He doubtless finds his chief enjoyment in watching the "stock tapes," and occasionally, when in the mood, buys or sells a railroad and "makes \$5,000,000 or \$10,000,000 in a lump," in which case, he doubtless has such game as "bulls and bears," a sport which he doubtless finds full of pleasant excitement.

Of his oldest son, Mr. George J. Gould, the *World* says:

George J. Gould, the eldest son of Jay Gould, will in time be one of the richest men in America, or for that matter, in the world. It is generally understood that Mr. Gould will follow the example of Commodore Vanderbilt and leave the bulk of his fortune to his eldest son. George Gould already has the active management of his father's affairs, and is therefore a figure of importance in the financial world. He is not yet thirty years old, but he directs concerns which are capitalized for several hundred millions of dollars. He is not dependent on his father altogether for an income, for he is five times a millionaire in his own name. Most of this money he accumulated himself. Of course, if he had started out in the world as a poor man's son, without opportunities, the chances are that he would not now be a millionaire. Nevertheless, every one who knows him will say that he would have made his way.

He is an exceedingly agreeable and obliging young man. He has always been a lover of sports and athletic exercises. He is an unusually good boxer and can handle the foils with skill. There are few better shots in the country. His hobby with the gun is shooting clay pigeons, and a second after one is sprung from the trap it is invariably smashed into smithereens. He is likewise a faithful disciple of Izaak Walton and has the knack of alluring trout to the fly to perfection. With all the rest he is an enthusiastic yachtsman.

As a speculator he partakes of his father's skill. He is constantly in the market and the best part of his fortune has been rolled up by his operations. He is about as plain in his ways of living as Jay Gould. He does not use tobacco or liquor. He is thoroughly domestic in his habits, and may be found every evening at his home in West Forty-seventh street with his beautiful wife and three young children. He is very attentive to business. By 9:30 in the morning he is at his office in the Western Union building and he works incessantly until 3:30. There are times when he has worked as late as 11 and 12 o'clock at night. There is a telegraph instrument on his table. He picked up the knack of operating it and sends and receives a large part of the telegraph business of the office.

We should incline to the opinion that

Mr. George J. Gould is a model young man, and that the old gentleman will make no mistake by making him the "richest man in the world" will be conceded.

After this, the *New York World* may deem it prudent to follow up its "Men of Millions" by an article with illustrations on Men, Women and Children who work a month for less than Mr. Jay Gould receives every minute of the year; who work all day for less than his income for a second—in fact, it might be well, for the sake of sharp contrast, to have the "Men of Millions" and the "Men of Misery" in the same issue. It might be said, and doubtless would be said, that "the *World* is attacking capital," but millions of level-headed men would contemplate the picture and inquire, "Is this what you call Christian civilization? Is this the outcome of all the struggles for liberty and independence?" We do not doubt that a great many people would say that our boasted civilization, in so far as it permits the few to pile up fortunes at the expense of the many, requires radical improvements—a general overhauling.

There need be no special ill feeling towards Mr. Jay Gould. He represents a class—but more particularly does he represent conditions and methods. He finds a great and enlightened people willing to pay him dividends on *water*, and he accepts the money. He finds a government creating national banks which control the money of the nation, and which use these privileges and money to help speculators and freebooters to rob the masses, and he takes his share. As long as the people are willing to play donkey and camel and bear such burdens as are placed upon their backs, there will be men to load them down.

When the time will come for kicking, the Lord only knows, but there are men who believe it is not far distant, and when it comes a great many big engines will go to the shops for repairs.

OLD King "Calico," of the Sandwich Islands, lives in a million dollar palace, built of coral. His ancestors were fond of baked missionary, but old Calico prefers beef.

LABOR STATISTICS.

We are under obligations to Chas. F. Peck, Esq., Commissioner of Labor for the State of New York, for a copy of his Seventh Annual Report, a volume of 822 pages, which we think will be regarded, in some of its features, as the most important report that has been made by the Labor Commissioners of the country.

Mr. Commissioner Peck devotes large space to strikes in the State of New York; and, since his statements must be accepted as the most reliable that can be obtained, they ought to have, and doubtless will have, a wide and healthy influence in correcting mistaken ideas as to the results of strikes.

We confess to being under special obligations to Commissioner Peck for his figures and conclusions relating to strikes. This *Magazine* is on record as entertaining the conviction that strikes are *not* an unmixed evil; and it may be questioned, all things considered, if a strike, in any proper sense, is an evil at all—because when resorted to for the purpose of securing fair play and fair pay, the rights involved are of such consequence as to obscure the sacrifices made to secure them.

Mr. Commissioner Peck says: "Free labor claims a fair share of the comforts and conveniences which it is a chief agent in producing, and will not be closed out of its rights by interested theories as to the impolicy of embarrassing capital, or by the trader's alleged right of buying in the cheapest market."

"The strike is a war measure," says Mr. Peck, "and has often achieved a result when appeals to liberality and good feeling have been utterly useless; while the employer—who, in times past, would have peremptorily dismissed as impossible an application for advance of wages, reduction of hours, or easier shop rules,—has found the machine run more smoothly, and his profits quite as good, often better, under a system more in harmony with the workingman's newly recognized rights and the modern theory of the employer's duties."

The workingmen of New York have, in their Commissioner of the Bureau of Labor Statistics, a friend, who, unlike Edward Atkinson, permits figures to tell the truth.

Manifestly, the New York Commissioner has not sold out to capitalists. If Mr. Jay Gould should want to buy a Labor Commissioner, as he sometimes wants to buy a Legislature or a Judge, we doubt if he would find Mr. Peck in the market for sale. The New York Commissioner states in his report that "all movements for redress of grievances are in the nature of a quarrel." Just "as war is the last argument of rulers, or an oppressed people, so the strike is the last argument of workers." The strike is a "war measure," and Mr. Peck supplies the figures showing the results of strikes in the State of New York for five years, 1885-'89. He says: "The total number of strikes in these years was 9,384. Of this number, 5,866 were successful, and 3,468 were unsuccessful, and 50 pending at the close of the investigation. These strikes involved 338,926 strikers. These people struck for an increase of wages, or they struck either for a reduction or against an increase of working time. In a great majority of the strikes, the strikers won victories, substantial victories—an increase of wages and a reduction of working hours. Of the 338,926 strikers during the years named, 213,523 succeeded in obtaining their demands, and 125,403 had to accept defeat." Says Mr. Peck: "An extra quarter or half dollar per day is not much to the employer, who can fall back on his customers or on society at large, but it is of value to the wage-earner; while the reduction of labor hours means relief to labor engaged and a chance for labor unemployed."

Mr. Commissioner Peck's report shows that 67,084 of the strikers advanced wages, as follows:

One year	\$5,382,337
Five years	18,623,060
Cost of strikes to employes for 5 years	8,009,511
Net gain in five years	\$10,613,549

Mr. Peck says this gain was made to 67,084 workers. There were 213,523 workers benefitted by the strikes during the five years named (1885 to '89); hence, it is fair to assume that

The gain to all who made gains amount- ed to	\$62,255,563
And deducting the costs of the strikes . . .	8,009,511

Net gain to strikers who were successful . \$54,246,052

As to the causes that underliestrikes, and

who is responsible for them, Mr. Peck observes as follows:

The strike is the worker's protest in action against a grievance, or the last resort for obtaining an improvement in condition. The average wage-worker does not want to strike; he would prefer to keep steadily along the beaten path and go with his class. He has nothing to gain by departure from established rules. If there be any infraction of supposed rights or change from an established order of things he wants reasons and is prompt to stand forth in defense of himself and his class. Employers know this, and if prudent, are careful not to make frivolous changes or to stir up a spirit of opposition. Unless, perhaps, with ulterior purpose open to unfavorable criticism, and so not made known at the outset.

There may be, perhaps are, employers who have never had a serious difficulty with employes. This would imply a good class of workmen and no small amount of tact in the employer. On the other hand a misunderstanding with employes, if judiciously used, may be a stroke of business policy. There are some persons, perhaps rather low in the moral scale, who may think it worth while to bring about a difference with purpose and design. Even in certain states of the market, there is more than a suspicion that strikes are contrived for the benefit of the employer. It is easily conceivable that a manufacturer may not desire to increase his stock of unsalable goods; but he may not care to boldly close his factory. At such a crisis any demand by a section of the employes that might lead to a strike and consequent suspension of manufacture would be a gain to the employer. It would save a further accumulation of stock with loss of interest; it would stop the payment of wages; it might even pave the way to a reduction of rates on a rehiring of such operatives as might desire reinstatement. In a commercial sense, a strike is almost always preferable to a lockout, and resumption may be either partial or entire, at the option of the employer.

Strikes are rarely if ever regarded with a tolerant eye by an employer. The worker thinks them a measure of relief. The employers have not yet learned to tolerate them as a means to an end, but continue to insist that they should be repressed by law.

Thus a strike is not always a voluntary act on the part of the strikers. It may be forced on them by design. It may even be a "shut down" by the employer, who forces the game in such a way that the cessation of work is made to appear the employes' act.

Every word of the foregoing extract from Mr. Peck's report is true. Workingmen are not fond of strikes. They prefer suffering to the extent of endurance. They strike only when they must continue to suffer wrongs and injustice and by their silence and supineness invite fresh broods of atrocities. On such occasions the cost of strikes in dollars has little to do with the determination of workingmen, who feel

keenly the galling chains of oppression, and if they have not lost their self respect they will rebel. If their independence, self respect and courage have fled, if they have become debased until no act of injustice can awaken them to action, then to all intents and purposes they are *slaves*—not chattels, perhaps, to be bought and sold like mules, but slaves in the sense that they are subjugated and obey their superiors like trained spaniels.

When an American workingman won't strike for his rights, as a last resort, he sinks to depths of degradation and becomes despicable to an extent that defies exaggeration.

But such degenerate times are not yet upon us. The Bureaus of Labor Statistics are doing a good work when, like Mr. Peck, they furnish reliable data relating to strikes.

We might become sentimental, and write of a time—before the sun grows cold as a Greenland iceberg—when human nature will lose its hog and dog propensities, and take on the characteristics of angels; or we might emulate the old prophet Elijah, when he thought he was the only prophet of the Lord God left in Israel; he concluded to croak and lament, and was doubtless astonished when informed that he was not the only prophet left, but that there were seven thousand of them on hand ready to strike against Baal.

There are many times seven thousand workingmen who will never bow their knees to either the god Mammon or to the god Gammon. The Nebuchadnezzars of the corporations may set up their golden images, and beat their tom-toms, hewgags, horse-fiddles, and the like, and command workingmen to worship—many of them will obey, and shout, "Long live King Corbin, Gould, Vanderbilt, Depew and Carnegie!" but there will be millions of other workingmen who will strike—strike for their manhood, strike for home, for wives and children! strike, though fiery furnaces were as numerous as the stars and a thousand times hotter than hell! They will introduce again the age of martyrdom. They will, with equal courage, laugh at rack, thumb-screw and faggot. They will organize and federate—and the coming strike,

with labor federated, will be as when the waves engulf fleets and the tempests prostrate forests and cities.

We are for peace, when it secures even-handed justice; when that is denied, we advocate the strike.

THE GREAT COD OF THE YANKEES.

Kate Field visited the Isles of Shoals, off the New Hampshire coast, and tells charmingly what she saw and enjoyed, including fishing. She went fishing with a "skipper," and during the voyage interviewed the "Old Salt" on the fish question, with the following result:

Said I to the skipper, "What do you consider the best fish for broiling?"

Skipper.—Boiling? Why, cod, to be sure.

I.—And what is best for baking?

Skipper.—You couldn't have no better fish nor cod for baking.

I.—How is it with broiling?

Skipper.—I never tasted no better fish for broiling than cod.

I.—What is your opinion about frying?

"Frying," repeated the skipper, scratching his head: "why, what would you fry but cod?"

I.—What fish is best for general purposes?

Skipper.—General purposes? Cod can't be beat for general purposes, I tell you!

Possibly the foregoing accounts for the New England codfish aristocracy.

THE Hartford, Conn., *Courant*, in referring to the brakeman's unhappy lot, says: "Let the railroad men go on demanding better protection for brakemen, and let all other civilized people join with them in the demand. If animals had to endure what brakemen have to endure the cruelty societies would have the railroad business in court. But because the animal happens to be a man the killing and maiming go on and seem to be taken for granted." Such is the opinion of one of the most prominent newspapers of New England. How does it speak for railroad corporations? Echo answers—"How?"

WE notice that Mr. Chauncey M. Depew, the \$50,000 a year labor agitator, in his Pittsburg speech, before the locomotive engineers, never so much as mentioned the employment of Pinkerton thugs, by H. Walter Webb, to shoot down workingmen. Strange that he should have overlooked such an important matter to engineers.

WE ARE GOING TO FLY LIKE BIRDS.

A Washington correspondent of the St. Louis *Globe-Democrat* writes to that paper an interesting account of the progress made in "aerial navigation," and of the revolution of ideas from a scientific point of view which has taken place within a comparatively short time, regarding the problem of navigating the air.

This revolution relates entirely to means, and not to the fact of aerial navigation. The balloon idea is about exploded. The demand now is for a car with wings and a steering apparatus that will make one hundred miles an hour. Just when the airship will take the place of the vestibule train is not certain, but the conclusion seems to be that within the next ten years the occupation of ticket agents and passenger agents will be things of the past, and that railroading will relate to freight, chiefly.

Those who believe that the railroad has fulfilled its destiny, and who take stock in the flying ideas of the times, are devoting a large share of their time to scientific discoveries. The flying machine must be strong, and at the same time, light. Iron and steel are too heavy, and at this supreme juncture a metal hitherto scarce and costly is becoming cheap and abundant. We refer to aluminum. Says the writer:

One naturally considers a metal as necessarily a heavy thing; but aluminum is as light as chalk. A spoon of it—and much of such tableware is now manufactured from this material—feels like a feather compared with its likeness in silver. Furthermore, the tensile strength of aluminum is so great that huge tanks for containing liquid fuel can be made of it. The flying machine of the immediate future, which may fairly be regarded as a thing almost on the point of successful accomplishment, will be composed largely of aluminum, alloyed with a small percentage of some other metal for the sake of hardening. Five per cent. of silver is often used for that purpose. As at present contemplated, the air coach will be run by steam obtained from liquid fuel or the burning of the gas that is compressed and loaded before starting into cylindrical reservoirs of thin-drawn steel tubing. A gas, consisting as it does, of molecules separated from each other and flying every which way, is readily compressed, so that a single reservoir may be made to hold 100 times its cubical contents of such a material. Thus the air-ship can take on board a great quantity of fuel in exceedingly small shape. By transforming this fuel through combustion into steam the engine will be operated, the fans will be made to revolve at a

tremendous rate of speed, and the airship, rising like a bird from the ground, will be directed by the steersman to any point of the compass that may be desired.

In discussing aerial navigation we naturally inquire what will be its effect upon railroads and railroad employees? That the present is the age of science we do not question, but to what extent new methods will supersede those now in vogue, is a question which attracts attention. From New York to Chicago in six hours and return, is the prospective time table. The idea is that the air ship of the immediate future need not sail very high, say 100 to 200 feet above *terra firma*, and it is suggested that passenger cars must be equipped with life boats in case the ship should drop into deep water, and each car is to be provided with parachutes for passengers who want to drop off at way stations. It is conceded that the landing of an air ship will be attended with more or less danger, and parachutes will be handy when the engineer can't put on the brakes and stop her. With fair winds the ship is to fly at the rate of 100 or 200 miles an hour, but with head winds the speed might be reduced to sixty miles an hour. These air ships are to have engines, and necessarily engineers and firemen, and it is said that engines are now on the market which weigh only twenty-seven pounds and occupy a space of only ten inches square. To fire such a machine with gas would be comparatively light work, and as it would be automatic, a fireman would have a comparatively easy time.

Nice calculations relating to cost have been made, and results are satisfactory. Much depends upon the cost of aluminum, which is now only \$2,000 a ton. Says the *Globe-Democrat* correspondent:

Although aluminum costs \$2,000 a ton, it will be fore very long be reduced to one-half that figure, as those who know assert. At that price an air ship could be built for \$150,000. Allow \$100 a day for fuel, \$100 a day for interest on the investment, \$50 a day for the crew, \$50 a day for incidentals, and you have considerably less than \$1,000 expense for each voyage of 500 miles, which would carry you from New York to San Francisco or across the ocean. Supposing that the rate of speed did not exceed that of the regular trans-continental railway trains, a passenger's expense for the trip would not be over \$25, leaving meals out of the question—and they need not be more costly up in the air. To cross the continent by rail costs

nearly four times as much. It has been suggested that for short distance passenger traffic an air vehicle might be propelled over routes of 100 miles or less by electricity, sliding along double lines of wires at a height of fifty feet above the ground and driven by an electric motor similar to that employed in the overhead street car system. Such an arrangement would best suit the requirements of a territory thickly populated.

The foregoing indicates what's in the air relating to aerial navigation. Science has rendered a favorable verdict and the ship, in due time, will be forthcoming.

"THIS is the great point," says a contemporary. "Division means disaster. Division is the device of the enemy. Union means victory for the cause of labor. Let all who do at heart desire, above all things else, to improve the lot of the poor, discountenance personal bickering, disregard capitalist denunciation, and determine to shrink from no sacrifice and spare themselves no effort to secure for honorable toil that recognition and reward which are its due." The term "union," in the eyes of labor, is not half as sacred as it deserves to be. Victory comes only through union. Not only the union of men in organizations, but the union of organizations in federation. The men who oppose federation are the enemies of labor. It may not always be designed, it may be the result of ignorance, incapacity to grasp conditions and solve problems, but the result is the same, and as a general proposition, it is deliberate treason to labor.

CARDINAL GIBBONS states facts worthy of St. Peter, when he says that "when corporations combine it is quite natural that mechanics and laborers should follow their example. It would be as unjust to deny workmen to the right to band together because of the abuses incident to such combinations as to withhold the same right from capitalists because they sometimes unwarrantably seek to crush or absorb weaker rivals." It is pleasant for workmen to have the church on their side, but the fact remains, that regardless of the church, workmen are going to combine to protect their interests and their rights.

A WRITER who looks upon Newport through fashionable French glasses, remarks, philosophically, "Fashion is autocratic. The world is her footstool, and humanity bows cringingly to her yoke. Of what use, then, to kick against the pricks? Be as reckless as your inclinations, provided you keep within the margin of fashionable vice. Do your sinning in style; that is all." Just how to get into this fashionable sinning and swimming world, is told as follows:

By perseverance. "The secret of Mrs. X's success is industry," said a clever man recently. "With her, society is a business."

There, Mr. and Mrs. Squillion, you have the recipe in a nut-shell.

First necessary, lots of money.

Second necessary, a dogged determination to blaze your way through brake and briar, and snubbing galore.

Third necessary, a fair amount of presentableness and a certain amount of tact.

At the head of the Newport sublimated beings, who do their "sinning in style," is Mr. Cornelius Vanderbilt, of whom Mr. Chauncey M. Depew is President and H. Walter Webb third Vice President. Cornelius, is the High Priest in the temple, Chauncey is Master of Ceremonies, and H. Walter has charge of the Pinkerton guards, and has charge of the slaughter house and the morgue, where relatives are permitted to come to find dead Knights of Labor before they are thrown out to the dogs.

THE estimate is that since the year one of the Christian era, the land required to bury the dead, giving each body space, two by six feet, would require 3,340,000 square miles. By including pre-historic times and times since when history is something better than fable, it will be found that the earth has been several times dug over to plant the dead.

BELGIUM wants to have a workingman's congress. In Belgium workmen have no representation in the parliament of that country, and they are becoming so restive that the standing army is always on hand to quiet them with bullets.

THE worst labor leader in the world is he who does all the thinking for his crowd.

MECHANICAL.

Communications relating to Locomotive Running, Firing and Management, and other mechanical topics, are solicited for this Department.

Contributors are requested to be brief as possible, to write on one side of the paper only, and to forward copy so as to reach the Editor not later than the tenth day of each month.

THE FIRST LOCOMOTIVE,

Built in 1803-4, Could Run Five Miles an Hour and Haul Ten Tons.

TROEDYRHIW, NR. MERTHYR TYDFIL, }
SOUTH WALES, Oct. 27, 1890. }

MR. EDITOR:—Thinking that some of the readers of our valuable *Magazine* might be interested in hearing something of the first locomotive that was ever built to run on an iron rail, I am sending you for publication a tracing of the "Trevithick high pressure Tram Engine." The tracing I made from a drawing that I copied from an old print, dated 1854, and the only one I know of in existence.

Last year it had a place at the Paris exposition and was lent to me by T. H. Bailey, Esq., manager of the Plymouth Works, Merthyr Tydfil.

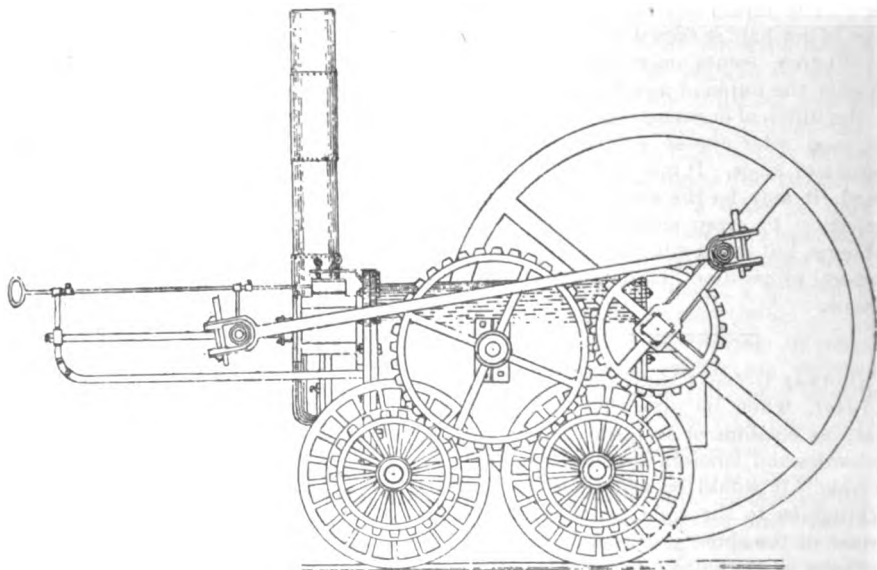
The engine, as is stated underneath the picture, was built partly in Cornwall and partly in Wales in the years 1803 and 1804, and was used for the purpose of hauling the iron from the Penydarren Works at Merthyr to the navigation house, nine miles distant.

The rail plates on which this engine ran were of cast angle iron about 3 feet in length, with holes in each end for spikes, and resting on stone blocks, the rails being laid so as to form a flange on the inside.

The road is still in existence, though not in use, but there are still two or three miles of rails that have never been taken up and remain just as they were nearly 100 years ago, for the road was built and operated by horses before the engine was constructed.

There are still to be seen the iron water tanks at different places along the road that were placed there for the engine. They are about 4 feet square and 2 feet deep and were formerly elevated on stone pillars, but are now thrown to the ground and nearly buried by vegetation.

In this connection I introduce an extract translated from Davydd Morganwy's Welsh



Trevithick's high-pressure Tram Engine, so designated in the original plan dated 1803, was constructed partly in Cornwall and partly at Penydarren Works, by Richard Trevithick, Esq., Engineer for Samuel Homfray, Esq., proprietor of the Penydarren Iron Works. Merthyr Tydfil, who while discussing the principles of Locomotive Steam Engine power with Richard Crawshaw, Esq., of the Cyfartha Iron Works, made a bet of 1,000 guineas that he would convey by steam power a load of iron from his works to the Navigation House (nine miles distant) along the basin tramroad, which he effected by means of this engine and won his wager, although the heavy grades, sharp curves and frangible nature of the cast-iron trackway operated against the return of this ingenious though rudely constructed machine with the empty trains, hence its discontinuance. As may be perceived, the exhausted steam discharged into the stack, and the wheels combined; thus to "Trevithick" is the credit due for the application of those two principles to locomotive engines.

history of Glamorgan, which gives an account of the first tramroad on record, as also of the first locomotive that was made to move along an iron way:

In the year 1802 a tramroad was constructed from Pen-y-darren Works, Merthyr Tydfil, to the Basin. The latter is a place about a mile below Quakers Yard. An act of parliament was granted to allow of its construction. The length of the road was 9 miles. Upon this tramway moved the first locomotive that was ever placed upon an iron way.

Richard Trevithick, an ingenious Cornish mechanic, was the constructor of the engine. It was called "Trevithick High Pressure Tram Engine." Trevithick had previously designed a similar one, but of less size, in Cornwall for Messrs. Vivian & Co. The date of construction of this, his first locomotive, was the year 1802. He obtained a patent for it. This one though, moved along the ground without any rail to guide its movements.

Mr. Homfray, the owner of Pen-y-darren Works, sent for Trevithick to construct for him an engine similar to the one he had constructed and to move along the tramway.

Trevithick was requested to make the engine capable of drawing a load of ten tons at a speed of 5 miles an hour.

Mr. R. Crawshaw, of Cyfartha, doubted that the engine could successfully take its load and accomplish it in a given time. Mr. Homfray made him a bet of £1,000, which he accepted. February 12, 1804, was the eventful day of trial. The engine was put in readiness with a load behind. When Trevithick gave the driver command to start the engine movement began.

There were 70 persons composing the load, besides the 10 tons of iron. The stack of the engine was of brick. When Plymouth Works was reached the stack came in contact with a bridge and it fell and the engine came to a standstill. But Trevithick was equal to the emergency, he very soon set matters right so that the engine could proceed towards its destination, viz.: the Basin. The engine accomplished the work within the appointed time and Mr. Crawshaw lost the bet.

The Welsh history is slightly in error in regard to the stack of the engine falling by coming in contact with a bridge. The stack was originally made of brick and so constructed that it could be taken down altogether, on account of a tunnel it had to pass through when it reached Plymouth Works.

The foregoing will prove to many who no doubt are in error as I have been, that George Stephenson, though a great man, was not the first one who built a locomotive engine. Yours fraternally,

JAMES ARGYLE,
Blue Mountain Lodge, No. 348.

COLUMBUS, OHIO, October 28, 1890.

MR. EDITOR:—I would be pleased to have some of the contributors to the Mechanical Department answer the following questions, viz.:

First. What is the difference between *straight* and *automatic* air?

Second. How does the air signal work which is now in use?

Third. What is *foaming* and *priming*?

I have read much on these questions but have as yet failed to have them satisfactorily answered.

Pan Handle.

THE *Journal* of the Franklin Institute of the State of Pennsylvania, for the Mechanic Arts, for October, is an exceedingly interesting number.

The Institute, as the record shows, is doing a great work in the promotion of mechanic arts. The history of trades schools is of great interest, and that they ought to be established in every center of population is admitted by all men who can lay any claim to comprehension of the educational needs of the times. In the United States, education, as the pupil advances from the lower to the higher grades, serves to inoculate the mind with an ambition for the professions rather than trades. Cities are full of lawyers without clients, doctors without patients, clergymen without pulpits, educators without schools, and the colleges are grinding out such helpless mortals by the hundreds every year. Besides these unfortunates, the army of small politicians hunting for offices grows indefinitely. While this demoralizing work is going forward men are required to hunt for men who are thoroughly skilled in any of the trades, and when a thorough knowledge is required, men, all too often, have to be imported from abroad, where technical education is regarded quite as valuable, indeed, more valuable than a knowledge of Greek or Latin.

The Franklin Institute is engaged in correcting popular errors relating to education, and among the articles in the October number well calculated to interest ambitious firemen is a contribution by Chief Engineer Isherwood, U. S. N., on "The processes of steam in its development of power by means of a steam engine." When the time comes, and we think it is near at hand, that locomotive firemen take an interest in such papers, promotion for them is assured, and as engineers they will be the best the country ever had.

Expired Railway Patents.

The following list of railway patents, furnished by F. B. Brock, Patent Attorney, Washington, D. C., expired during the month of November, 1890, and are now free to be used by anyone, viz.:

Car Axle, G. W. Miltimore.
Car Brake, Warwick & Duggan.
Car Coupling, W. B. Snedaker.
Car Replacer, J. G. Burkhardt.
Car Wheel, G. Elmslie.
Locomotive, J. S. French.
Switch, H. H. Potter.
Snow Plow, C. L. Wood.
Steam Brake, N. Nilson.
Railway Switch, J. B. Alexander.
Safety Platform for railway cars, R. Strode.
Car Spring, E. T. Bussell.
Dumping Car, Elliott, Harrington & Davenport.
Rail Fastening, A. M. House.
Self-closing Switch, Hubbell & Gregory.

Persons desiring copies of patents, drawings and specifications, can obtain the same for fifteen cents, by applying to Mr. Brock, whose address is as given above.

Table of Train Speeds.

(Original.)

This table gives the train speed and miles per hour, corresponding to various strokes of piston and diameter of driving wheels, for a constant piston speed of 1,000 feet per minute.

TABLE OF TRAIN SPEEDS IN MILES PER HOUR.

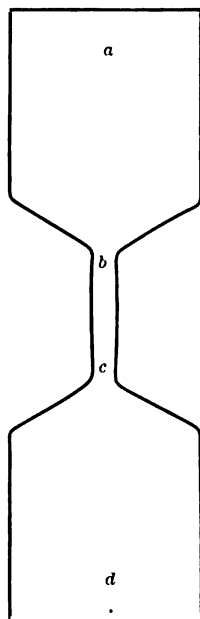
Piston Stroke.	Feet.	Inches.	REVOLUTIONS PER MINUTE.	DRIVING WHEEL DIAMETER, INCHES.							
				0.10695	0.12488	0.14298	0.16667	0.1785	0.19633	0.21417	
				36	42	48	54	60	66	72	
				9.42	10.99	12.57	14.14	15.71	17.28	18.85	
1	12	500		53.48	62.44	71.49	84.33	89.25	98.16	107.00	
1	14	428.5		45.83	53.51	61.27	71.42	76.49	84.13	91.6	
1	16	375		40.11	46.83	53.62	62.50	66.94	73.62	80.22	
1	18	333.3		35.65	41.63	47.66	55.55	59.50	65.44	71.32	
1	20	300		32.09	37.46	42.89	50.00	53.55	58.90	64.25	
1	22	272.7		29.14	34.05	38.99	42.45	48.68	53.54	58.28	
2	24	250		26.74	31.22	35.75	42.16	44.63	49.18	53.55	
2	26	230.7		24.67	28.81	32.99	38.45	41.18	45.29	49.34	
2	28	214.3		22.92	26.76	30.61	35.72	38.25	42.07	45.84	
3	30	200		21.39	24.98	28.60	33.33	35.70	39.27	42.83	

The small figures under driving wheel diameter in inches are driving wheel circumference in feet.

For other number of revolutions per minute than those given in the table multiply by the small figures over the driving wheel diameter in inches. Thus, for 400 times of a 42 inch driver the speed will be $400 \times 0.12488 = 49.95$ miles per hour.

Robert Grimshaw.

MR. EDITOR: I hope "Vulcan" will pardon me for intimating that he does not seem to catch the point of Roper's explanation of this injector matter. Questions regarding difference in pressure and relative area of openings have but a secondary interest; the main point to be considered is this: Is the law relating to the condensation of steam while in motion, as sanctioned by Roper, correct? If so, the rest becomes easy. Now, I have looked in vain for some refutation of this law. All the evidence I can find on the subject tends to confirm it, indeed the injector itself is one of the strongest proofs of the law's correctness. The law is also entirely consistent with the law of the conservation of energy. I find, practically the same idea expressed by the eminent English engineer, John Bourne, in a work written nearly thirty years ago, when the injector was practically in its infancy. In explaining the action of Gifford's injector, Mr. Bourne says: "This instrument which feeds boilers by a jet of steam discharged into the feed pipe, acts on the principle that the particles of water, which obtain a high velocity when they flow out as steam, retain this velocity when reduced by condensation to the form of water." Continuing, Mr. Bourne expresses an idea which we now see in practice in the exhaust injector, he says: "In their present form they occasion much waste, as the steam by which they are actuated is drawn from the boiler, whereas it ought to be the steam or a portion of it which escapes to the condenser or the atmosphere."



Now, by means of the crude illustration annexed I will try to demonstrate the principle I am contending for. We will suppose the area *a*, *b*, *d* to be filled with steam of 100lb pressure. At *c* is a check valve. The cross-sectional area of *a* equals 1,000 square inches; and the cross-sectional area of *b* equals one square inch. Now, it is perfectly plain that while the extreme pressure exerted upon the entire cross-sectional area of *a* equals 100,000 pounds, that upon *b* can only equal 100 pounds, it is also plain that under these conditions there can be no communication between *a* and *d* through *c*, as the pressure is equalized at all points. But, if by any means the column of steam in *a* can be reduced in bulk 1,000 times without impairing its velocity, it will then be able to pass through *b* and exert a pressure equal to 100,000 pounds on *c*, thus easily opening communication between *a* and *d*; conversely, if the column of steam in *b* can be reduced in bulk 1,000 times, without affecting

its velocity, it will exert a pressure of 100 pounds on $\frac{1}{100}$ of its cross-sectional area at *c*, and if we can fill the area *b* with this reduced steam it will exert a pressure of 100,000 pounds on *c*, thus opening communication between *a* and *d*. Now, the foregoing is the principle, as plain as I am able to state it. The contention is that these conditions are fulfilled in the case of the injector by the extremely rapid condensation which takes place at the nozzle. The extreme resulting pressure is, of course, theoretical, but it will readily be seen that there is a wide margin for overcoming weight of the column of water, friction on pipes and pressure at check, and yet cause no surprise at results obtained in actual practice. I don't think "Vulcan" can find fault with these conclusions. The only thing he can do is to prove the law from which the conclusions are drawn in error, and if he does prove the law in error, it will be no longer possible for him to admit that condensation has some effect on the working of an injector. I am sure "Vulcan" will accord me the courtesy of believing that I have not blindly accepted the dictum of Koper or any other man on this subject, but have tried to reason for myself from known effects to explainable causes. To conclude, I was recently told by a thoroughly reliable and well posted engineer that he had seen an exhaust injector forcing water into a boiler against 80 pounds steam pressure, where the working pressure at the injector, as indicated by gauge, only equalled ten pounds. I intended to say a few words about indicator diagrams in this article, but find that I have already used all the space I feel entitled to, so I will defer the matter. "E. S." is entitled to credit for his frank acknowledgment of error on the eccentric question. I felt sure he would see the question in its proper light, upon investigation. "E. S." is also very apt in exposing some of the Wilson fallacies.

Vacuum.

Review of Mechanical Department.

MR. EDITOR:—Advance sheets of the November *Magazine* are at hand, and the first article we find is by Mr. Grimshaw, giving the best proportions of slide-valves for stationary practice, which is an item of information and value to builders of engines, but as our locomotives have the variable cut-off, and as we are hardly ever given a chance to express any choice about the arrangement of the valve motion, but have to fire and run them as we find them, the article is not so valuable for us as enginemen, but can be stored away for reference for some future time if needed.

TOPICS BEFORE WHICH COMMITTEES WERE APPOINTED AT THE LAST CONVENTION OF THE MASTER MECHANICS' ASSOCIATION. There are certainly four of especial interest to firemen and engineers, namely the 6th, 7th, 8th and 9th topics, relating to car couplers, examinations, running engines by different crews or keeping one crew in charge of an engine, and on the best type of engine for fast freight and heavy passenger service.

CAR RESPONSIBILITY THROWN ON THEM IN MAKING COUPLINGS. (while the danger falls on the

brakeman), a safe automatic coupler, which would not be easily put out of order and broken and which could be readily coupled to other cars not fitted with such couplers, would be hailed as a great relief, for it is not a pleasant sensation to the average man to bring two heavy masses together, and to know that even with the utmost care on his part, a slight defect of construction, a partial wear of the parts, or an incautious movement on the part of the brakeman will cause the power he has imparted to the mass to maim or crush out the life of his fellow-workman. As a general rule it is also required that the coupling be made without much loss of time and this haste is no doubt the cause of many of the coupling accidents, for it will cause the men to give such signals as to cause a greater speed than is needed to bring the cars together, and the result is seen in hundreds of armless sleeves, mutilated hands and bodies, and widows and orphans bereft of their support. The vertical style coupler recommended by the Master Car Builders' Association seems very liable to disarrangement and is hard to couple when run in a train with ordinary link couplings; this trouble of course would cease to exist if all lines were uniformly equipped, but the question is, when will this be?

EXAMINATIONS. This committee is to report to what extent it is practiced and the best plan of conducting examinations of firemen and engineers in their duties relating to the use of fuel, care of the locomotive, and ability to deal with the disorder or disability of machinery. One of the main objects to be served by this department (as I take it), is to get our members to study on subjects connected with their calling and have them ready to stand the ordeal of an examination in their duties when their turn comes. Only time can tell how near the object sought has been attained, but it is no doubt true that the discussions in this department have helped us to a better knowledge of our machines than we ever had before, and will enable us to give a more intelligent account of them.

RUNNING EN-
GINES WITH
DIFFERENT
CREWS.

The committee on topic 8 is to investigate the comparative advantages of operating locomotives with different crews on the "first in and first out" plan, and that of confining men to certain engines, the latter not running a greater number of miles than can be rendered by their regular crew. If this matter were to be decided by the wishes of the men, a large majority would be found in favor of each crew having their own engine, for it is very seldom that two crews are found who work the same engine and are in full accord in regard to it. One engineer thinks a certain thing would be an improvement, while the other thinks that of no great account and wants something else which the other does not fancy at all. Pretty soon one fireman thinks that the other is imposing on him by letting the most of the cleaning fall to his share, or the other thinks that No. 1 does not keep the tools in as good order or in as handy a place as he should. Perhaps one crew uses too much of the supplies and the other not enough, or one runs too fast for the rules and the other too slow for the reputation of the engine, and so it goes on from bad to worse until opposite crews will hardly speak to one other. If a crew have a steady engine they seem to feel more at home on her, know just what she needs in the way of firing or petting to get along, what speed she can make without extra efforts, how the machinery runs and how the pumps or injectors will feed the boiler. If certain improvements can be made no other crew need be consulted, and if tools are not in shape no other crew can be blamed. This is from the men's side of the case; now it seems that the other side of the case is almost as strong in the same direction. The men placed on and running other engines every day, lose that sense of ownership they feel in a steady engine, and will not do as much to keep her up or as clean as one for whose condition they only could be held responsible, and this no doubt will account for the stated fact that engines on a steady go, with no rest, wear out faster in the same mileage than they do when in charge of regular crews and have their resting spells with the crew.

Another committee is to investigate the types of locomotives best suited for heavy passenger and fast freight train service and the relative economy and safety of eight-wheel, ten-wheel and mogul locomotives for that service.

In heavy train service two points are essential: that the cylinders be large enough to supply the power needed, and that the adhesion of the drivers be great enough to utilize this power to pull the train. For-

merly "Moguls" were built with more weight on the drivers than any eight or ten-wheel engine carried, but the tendency of late has been to make locomotives heavier, until now we have eight and ten-wheel engines with as much weight on the drivers and also as large cylinders as any "Mogul" ever had. Things being thus equalized, it is to be presumed that there is no difference in the amount of power and adhesion which may be obtained and the only question that remains is safety, and that can hardly be reasoned out. Carefully made and kept records are the only thing which will probably settle this point; still, it is open for debate.

Our friend "Vacuum" has sent in an article on the velocity of steam, which contains a rule where-

by the velocity of steam under any head or pressure can be calculated, but either the rule is not correct or my application is at fault, for the results do not seem to be in proportion to the pressure. When discussing steam with Dr. Wilson, I looked through a number of books to find some rule on the velocity which steam would have under given pressures, but in none of them was there an allusion made to the probable velocity of steam allowed to escape from the boiler. I have before me now three Natural Philosophies, several books on steam and several on the locomotive, besides a Cyclopaedia, and in not one of them can anything be found even so much as intimating that steam would have any velocity. Coming now to the article of "Vacuum" and apparently endorsed by him, we find that the writer treats steam just as if subject to the same laws as water. (Friend "Vacuum," are you not thus taking back some of your statements on the injector question and admitting that steam may be subject to the same laws as other fluids?) Mr. Atkins, the writer, after stating his line of reasoning, which makes steam subject to the same laws that govern the pressure of water, gives the rule: "Multiply the height of a water column that would produce the given pressure, by the ratio of the density of steam to that of water, at such pressure (above the atmosphere), extract the square root of the product and multiply by eight; this will give the required velocity in feet per second." As one cubic inch of water weighs .03617 of a pound, it will take nearly 28 inches of water in height to put a weight of 1 pound on the square inch on which it rests, or, expressed in decimals, it requires 2.304 feet of water to produce 1 pound of pressure. Thus, if we want 20 pounds of pressure the water would have to be a little over 46 feet; for 130 pounds nearly 300 feet, and for 140 pounds nearly 323 feet high. As the density of steam at the three pressures

under consideration are 726, 190 and 179 respectively, we would have to have columns of steam 33,394, 57,000, and 61,370 feet high to weigh as much as the given columns of water. The nearest square roots to these figures are 183, 239 and 248, and these multiplied by 8, as per rule, would give 1,464, 1,912, and 1,984 feet per second, as the velocity of steam escaping under the pressure of 20, 130 and 140 pounds. These figures, although they form a good foundation for the belief that steam is able, not only to keep up to, but to hasten the movements of a very fast piston (for the speed is from 18 to 23 miles per minute), are disappointing to the mind and do not convince me of their truth, because the difference as found between the velocity at 20 pounds and at 140 pounds, which is 7 times as much pressure, is only a little over one-third, when, according to the rule of proportion, it should be seven times as much. Let us hope that the deponent will say further and explain.

Vulcan.

Engineering Ignorance.

At no previous time in the world's history has the advance in engineering knowledge and achievement been so rapid as during the last twenty years. During this time we have seen the development of the compound engine, of electric lighting and locomotion, of tunneling by compressed air, of modern ships of war, armament and guns, the completion of the Brooklyn and the Forth bridges, the perfection of railway travel, the substitution of steel for iron in construction, the erection of fourteen-story office buildings, and many other triumphs of the powers of man over the resistances of nature, which will suggest themselves to every reader. On the theoretical side, also, there have been great advances. Numerous technical schools are yearly turning out graduates well instructed in the fundamental principles of mechanics and engineering, and of engineering books and periodical literature there is an overwhelming supply.

It has been said that Lord Bacon was versed in all the existing knowledge of his time, not so much on account of his vast brain power as on account of the fact that so little was then known which had the right to be called knowledge; but since his time knowledge has grown so fast that no one man has ever been able to comprehend more than a small fraction of it. So in that comparatively limited branch of knowledge known as engineering science, while Smeaton, Watt, Fairbairn, and others of the earlier engineers, might have been expert in all the existing engineering science of their time, it has recently grown so vast that engineers have to classify themselves as civil, mechanical, electrical, sanitary and the like, and these branches are now so divided and differentiated that each engineer in practice must devote himself to a limited specialty if he wishes to achieve success in his profession.

In the acquirement of learning, one of the first and most important steps is to discover how vastly ignorant we are. In engineering the world is now taking that step. In the evolution of engineering practice from "the rule of thumb" and empirical methods of former years, into the more scientific and exact methods of the present, we are gradually finding out how lamentable is our deficiency in really exact and scientific knowledge, and how great is our ignorance not only of theoretical refinements, but of actual facts and data connected with our every-day experience. In quite recent years we were content with certain engineering rules and formulæ, if they were laid down by high authority, such as Weissbach, Rankine, Fairbairn, Hogkinson, or Bourne, and if a

statement were found in the engineering pocket-books like Haswell's or Molesworth's it was accepted without question. Now, however, we are beginning to doubt the accuracy of all the older authorities, and our confidence is extremely limited in the newer ones. These ideas were forcibly brought to our attention in hearing the recent discussions in the meeting of the American Boiler Manufacturers' Association. Simple questions, such as "What ratio of heating to grate surface should be adopted for different fuels?" "Is an iron chimney or a brick one the better?" "How high should a chimney be for different fuels?" and the like, were answered merely by opinions, which differed most remarkably, and not one of these opinions was based on any exact data or experiment. This is no reflection on the intelligence of the boiler makers present, but is simply an example of existing ignorance, which is not that of a few individuals but of the whole world, and it is due to a lack of facts of record from which any opinion could be formed.

Concerning iron and steel, the metals most used by engineers, how little is really known. Why should cast-iron vary all the way from 12,000 to 45,000 pounds tensile strength per square inch, and what tensile strength can be predicted of any given mixture of irons in castings of different shapes? In wrought iron and steel constructions, how shall we determine the best factor of safety—which Holley truthfully called the "factor of ignorance"? Who knows whether high carbon or low carbon steel is best adapted to resist repeated strains without crystallization? Is there really such a thing as crystallization of iron or steel? If so, what proof is there of it? If not, why are such large factors of safety necessary? In the steam engine, is a steam jacket of any value, causing an economy of 20 per cent. of fuel, as has been claimed for many years, or of no value, as appeared to be the case in recent tests of the Pawtucket engine? What is the amount of cylinder condensations with different types of engine, and with different points of cut-off? What is the most economical ratio of expansion for different classes of engines? If large engines have developed a horse-power with 13 pounds of steam per hour, why is it necessary to use from two to four times that amount in small engines? In recent tests in England on the engines of four steam vessels, according to the *Engineer*, utterly contradictory and confusing results were obtained, so that we are yet in ignorance as to the conditions on which depend maximum economy of the marine engine. The Board of Trade in England has found the cause of breakage of the starboard engine of the "City of Paris," locating it in the wearing down of outside shaft bearing, near the screw. Why did not the similar bearing on the port side also wear down, or the two exactly similar bearings in the sister ship, the "City of New York"?

In the use of bituminous coal, who knows how to obtain the maximum economy from different qualities? Why should the Western coals, such as those of Ohio and Illinois, invariably give so much poorer results than Cumberland or Pittsburgh coal—results which are not accounted for by chemical analysis? Why, with all the march of invention, do the Western cities still suffer a cloud of smoke to rest over them as a pall?

We have stated that the engineering world is now waking up to discover the extent of its own ignorance. It is well, for the discovery of ignorance is the end of conceit, and conceit of knowledge is the great barrier to acquiring further knowledge. It is rapidly becoming no disgrace to an engineer to say, "I don't know," and to the engineering profession at large to say, "We don't know, but we are going to try to learn."

The next step is to take ways and means of removing our own ignorance, and of contributing to the advancement of the world's real knowledge. To do the first, careful observation and experiment, with the scientific method of thought, is essential. To do the second, prompt publication of carefully observed data is advisable, but there is already too much publication of crude observations, and hastily formed opinions based on incomplete data. It were better if the publication of opinions and generalizations could be deferred until at least a year after making the observations. This would greatly curtail the

mass of badly digested engineering literature with which we are now inflicted.

In fact, the increasing bulk of engineering publications is becoming a burden rather than a benefit. Each of the technical societies publishes a yearly volume, which tends to grow larger every year, and the number of such societies is steadily increasing. The scientific colleges publish monthly or quarterly magazines, and the technical and trade journals, and the book makers, are doing their share to swell the bulk of matter which engineers are expected to read. The quantity of such printed matter now being issued is so vast, that no engineer can find time to read more than a small fraction of it. But out of all this vast mass, how little is there which really is a contribution to knowledge. Even in the transactions of our technical societies, which are supposed to be under the censorship of a publication committee, and edited by a secretary, how few papers appear which have any permanent value.

The great reason why the engineering profession is still so ignorant of facts and data in its own science, is that these facts and data are not easily obtained in any shape which renders them valuable for comparison and permanent record. An isolated fact, such as that a certain steam engine requires 20 pounds of steam per hour to develop one horse-power, is of no value for scientific purposes, unless it is known precisely under what conditions that result was obtained, including type, dimensions, speed, cut-off, clearance, back pressure, jacketing, quality of steam, etc., and even if these are all known, the result contributes but little to our knowledge, unless it can be determined how the result of 20 pounds will be varied by a change in each one of the numerous conditions. To obtain such a record, and to make any generalization from it, requires an exceedingly tedious and expensive investigation by a trained expert. A few years ago, an experimental compound engine costing some thousand of pounds sterling, was presented to Owens College in Manchester, and experiments for nearly a year, undertaken by Prof. Osborne Reynolds, with an ample corps of assistants, have given thus far very few figures of permanent value in increasing our knowledge of compound engines, and the laws of their action. They, in fact, have thus far only served to reveal how dense is our ignorance yet concerning these laws.

The immediate need of the profession in this matter is not more schools, more books, more society papers; but more experiment and observation. On account of the great expense involved in making accurate experiments, it is rarely that they can be made by individuals. The government is doing some work in this direction in its ordnance department, with the aid of the Watertown testing machine, the laboratories of some of the colleges, and some of the railroad companies are doing a little, but the latter make purchases only on those matters that are of immediate practical importance financially in the business of railroading, while the colleges are generally hampered by lack of funds with which to carry on any important investigations. It is to be hoped that some capitalist who wishes to find a good way to make use of his money for the benefit of mankind, will, instead of founding a law college or library or art gallery, think of founding a laboratory of engineering research. Such a laboratory, well endowed, and in the hands of competent management, would be of vast service in solving many of the doubts which now trouble engineers, give us facts and figures from which we can deduce structures and machines with greater regard both to economy and to safety, and tend in a large degree to remedy a large part of our present engineering ignorance.—W. K. Stevens, in *American Mechanist*.

The use of the telegraph instrument has become so much of an every-day thing, and such a convenience that men seem to forget what a wonderful thing it is, says the *New York Tribune*. A newspaperman telephoned to the cable office, the other day, and asked if a London special dispatch had come in there yet. The operator replied that it had not, and said: "Wait a minute and I'll ask London if the copy has come there." In a few minutes, not more than ten or fifteen, he called over the telephone: "London hasn't received the copy yet."

Building in 1889.

The money actually expended annually in the erection of new buildings in the United States can scarcely be realized by those who give no attention to the business. The following table, compiled by the *Weekly Record*, is an interesting schedule of what was done in 1889:

CITIES.	No.	Cost.
Baltimore	1,955	\$3,600,000
Boston	4,131	32,400,000
Brooklyn	84,500	25,679,405
Charleston	225	281,575
Chicago	4,864	25,065,500
Cincinnati	2,161	4,143,214
Cleveland	4,007	4,401,854
Dever	2,741	10,807,377
Duluth	240	2,480,800
Indianapolis	1,840	4,500,000
Jersey City	944	2,930,857
Louisville	962	1,746,383
Milwaukee	1,424	4,610,000
Minneapolis	4,355	8,787,281
Newark	1,541	15,000,000
New Haven	628	2,066,700
New Orleans	1,044	1,465,165
New York	6,722	75,912,816
Omaha	2,398	4,663,725
Philadelphia	11,952	26,000,000
Pittsburg	3,241	18,000,000
St. Joseph	1,181	1,413,667
St. Louis	3,544	9,765,760
St. Paul	3,736	7,920,400
Toledo	390	1,500,000
Washington	4,078	6,165,715
Wilmington	522	8,000,000

Number estimated; cost actual.
† Estimated.

This gives a total for twenty-seven cities of 75,842 buildings, costing \$82,155,557, being an increase over the preceding year of 9,721 buildings and \$12,749,628 cost.

These figures give an approximate idea of the rate at which the country is growing, and perhaps no more conclusive evidence can be found of our industrial progress and national stability than in the above statistics.

Locomotives for the St. Clair Tunnel.

The Baldwin Locomotive Works, Philadelphia, have the contract for building four decapod tank locomotives for service in the new railway tunnel under the St. Clair River between Port Huron, Mich., and Sarnia, Canada. These engines are to have cylinders 24 by 28 inches, five pairs of driving wheels 36 inches in diameter outside of tires, and will work in working order, including 150 gallons of water in the tank, about 180,000 pounds. They will have boilers 74 inches in diameter, carrying 160 pounds steam pressure. The fire box is 11 feet long by 3 feet wide. There will be about 280 tubes, 24 inches in diameter and 13 feet 6 inches long. The cab is placed centrally over the boiler, with foot plate and coal box at the rear of the boiler. The wheel base is 16 feet 3 inches. As the track through the tunnel is straight, the engines are not required to pass curves on the main line, and are only required to enter or leave sidings. Additional play will be given the tires of the extreme driving wheels. The second and fourth pairs of driving wheels will be flanged with the usual play, and the distance between their centers is 3 feet 2 inches. The tires are to be secured by Mansell retaining rings, and each engine will be fitted with two sandboxes and two headlights, a Cooke steam bell ringer, and the Westinghouse automatic brake, with equalized driver brake fixtures acting on all the wheels. The fuel will be anthracite coal or coke. The load which these engines are intended to haul is about 700 tons, and the grades are 10.6 per mile. They are to be delivered in January.

Woman's Department.

EDITED BY IDA A. HARPER.

Letters pertaining to Woman's interests in educational, reformatory and domestic matters are requested

Correspondents are requested to write plainly, on one side of the paper only, and forward their manuscript so as to reach the Editor not later than the *tenth day* of each month, directing all communications for this Department to

MRS. IDA A. HARPER,
INDIANAPOLIS, INDIANA.

TO OUR CONTRIBUTORS.

At the Convention of the B. of L. F., during the consideration of matters pertaining to the *Magazine*, several decisions were made in which the correspondents of the Woman's Department are interested. One was that hereafter no contributions will be used unless accompanied by the correct name of the writer. This will be published or not, the writer can state her wish in her letter and it will be regarded, but we cannot take the risk of publishing anonymous communications. The reason for this should be apparent to every one; in case of a disputed point or any other trouble regarding the letter, the editor must have his authority and not be left personally to bear the responsibility. We would urge our correspondents, as we have done on previous occasions, to sign their own names to their contributions. A letter is much more entertaining if we know who wrote it, and the writer is apt to take more pains and give us a better letter if it is to be published over her own signature, and she also receives the personal benefit of whatever honor her work deserves. If, however, our contributors prefer to use a *nom de plume*, they are, of course, at liberty to do so, but their communications must contain their real name for the use of the editor. We have disregarded this rule for this month, as it is probably not generally known, but hereafter it will be strictly observed.

Another resolution adopted by the Convention was to the effect that no notices of a social nature, that is detailed descriptions of balls, weddings, etc., could be used. The reasons for this are easily understood. They cannot possibly get into the *Magazine* before two months after the event has occurred; such matters are of no special interest except to a small circle of friends in the immediate vicinity; space in the *Magazine* is limited and valuable and it must be utilized in such a manner as to give profit and pleasure to the greatest number. Personal mention, of a pleasant kind, is always ac-

ceptable, but elaborate description must be omitted.

While upon this subject we will once more request our correspondents to be particular about heading their letters with the name of the place where they are written. Frequently the post mark is so indistinct we cannot make it out. We trust our contributors will be as obliging in the future as they have been in the past in following suggestions. We all have one common object, that of bringing our Department up to the best possible standard and having it rank in excellence with the other Departments of the *Magazine*, all of which are of the highest character. A large number of interesting communications have been received this month. Please notice the change of address at the head of this column.

In another column will be found a letter from a neighbor of Mr. and Mrs. "Kicker," which sheds additional light upon their domestic relations. Our correspondent wrote some time ago and stated that after the storm of indignation had subsided, which was aroused by Kicker's letter, she would add her testimony. She seems to have written in as calm and moderate a manner as the subject would permit. The numerous energetic criticisms which we have received show beyond a doubt that there are very few men of "Kicker's" kind in the Order, and yet all of us number at least one such man among our acquaintances. There is but one rule for husbands to observe, that of absolute justice in the treatment of their wives. It is too late in the day to raise any question of equality. There should be but one law in married life, that of the Golden Rule, and it should be observed alike by husband and wife.

When we asked for opinions on the best method of managing a husband, we were overwhelmed with replies. When we suggested that our correspondents should give us their ideas upon the management of wives, deep, dense and absolute silence descended like a wet blanket. We had expected at least to hear from Shandy Maguire, who seems to understand fully both the theory and practice in regard to this question. Here was an excellent chance for the husbands to get even with the ladies who have been discussing them so freely and fearlessly for several months. Is it that they consider "discretion the better part of valor," or do they think they might let the women have the last word as well one time as another? Here, also, was an opportunity for wives to tell how they should prefer to be managed, or whether they are willing to be managed at all. We will leave the discussion open for another month.

A very pleasant account is sent to the Woman's Department of the wedding of Miss Anna McDermott, of Liberal, Kan., to Mr. Frank Walker, of Horton, member of No. 376. The newly married couple will reside at the latter place.

"Belle" writes very pleasantly from Waycross, Ga., of her brother's Lodge and the railroad boys.

A friend has kind words to say of No. 427 at Columbia, S. C.

STEVENS' POINT, Oct. 1, 1890.

Editor Woman's Department:

So many of the writers to the Department have wished to know how Mr. "Kicker's" wife enjoys life with such a man, that I consider it my duty to inform them what I know about them. As I am an acquaintance of theirs I am able to tell a good deal of their daily life. In the first place, I am sure he is sorry he wrote that letter, since it called such a torrent of wrath and ridicule upon his head. But few know him to be the author of it, besides my husband and myself. We have often heard him express such ideas, and we think we are the neighbors referred to in his letter, when he wrote of the man who let his wife have her own way, for he once said the same words to my husband. If he sees this letter he will be more provoked than ever at me, for he will suspect me to be the author. When I have visited at his house he has many times sneered at women for their gossiping and ignorance and general inferiority. In his estimation man is above gossip, and has more brains *any time* than the smartest or best educated woman that ever lived. For his wife's sake I had listened in silence, but once when he had been so bitter and sneering in his remarks about women, I ventured to ask him why he thought man superior to woman. He answered that the chief reason was that Adam was created before Eve. When I asked if he did not think that the beasts, fowls, fishes and reptiles were superior to man because they were created first, he flushed and changed the subject, and never referred to it again in my presence. Perhaps he thought he was wasting time in arguing with an "ignorant woman."

He is anything but agreeable to his family, but when out with the boys, away from home, he is counted as a pretty good fellow. He knows he would be knocked down if he attempted to bully one of them, but he thinks a man can do as he likes to his wife or his children. When his footstep is heard, the children leave their play and take refuge in a dark corner or under the table, out of sight. A look of fear and worry crosses his wife's face. A stamp on the doorstep, a wrench of the doorknob, and in walks her lord and master, with a look of "I caught you this time" on his face, and in tones of thunder he says: "Why ain't dinner ready? Get me something to eat, quick!" She tries to explain that the baby is sick, and that she has been up all night, but her excuse only causes more growling and "kicking." Such was a home-coming I once witnessed. All this time she had a wintry smile, for she believes in that curious idea that a wife must always meet her husband with a smile. Strange that wives must ever have it preached to them, to smile *always*, no matter how they feel or what trouble they may have. Perhaps if men had always acted on the same principle, marriage would not have proved the failure it has in so many cases. Mr. "Kicker" does not like fancy work, so their home is bare and lacking the little things that go so far to make home beautiful and happy. He buys no playthings for the children. What they have, have been made by their mother. In after years they will not look back to their childhood days with the pleasure so many grown people have—no tender memories of home

and parents when they were little ones at home—only the memory of a pale and tired mother, and a tyrannical father who spoke only to find fault.

Mr. "Kicker" does not give his wife spending money. He is too selfish, but his avowed reason is that women are easily cheated and extravagant besides. He does not think himself extravagant when he buys cigars or tobacco or beer, or treats the boys or takes his best girl to the theater at the other end of the road. The shoe is on the other foot then. And he thinks when a man earns his money that he has a right to spend it as he likes. I wonder why a man with such ideas ever marries and takes upon himself the support of a wife and family. He must begrudge every cent he spends for their benefit. And some men seem to think that they have done their duty when they feed and clothe their wives. Something more is needed to make life happy. Add to the daily bread, acts of love and words of kindness and praise. Without them the most loving and tender woman will become in time hardened and morose in spite of prayer or principle. Beware for the sake of your own happiness and honor how mean you are of loving acts. 'Tis not to be wondered at that women sometimes go astray when we reflect upon the fact that they have so little love and consideration shown them by their husbands.

Many avenues are now open for women to earn their own food and clothes, but we have not progressed so far that we fail to appreciate the love of a good and honest man. But we do not prize something that looks like a man and acts like a fiend. It is hardly necessary for Mr. "Kicker" to take pains to keep the *Magazine* out of his wife's reach, for the poor woman never has a moment to spare for reading. She would prize a day's rest above all other pleasure, it seems to me. Her life is indeed a hard one. From early morning until late at night, it is a ceaseless round of cares and duties. She knows but little of the outside world. Thank heaven there are not many men now of Mr. "Kicker's" stamp. They are fast going out of style. Every year woman is proving her worth more to the opposite sex and they are learning to appreciate her at her full value. The day is past when men think their wives a little better than their dog and not quite so good as their horse. Let us be joyful because those times are gone, never to return again.

Nancy Lee

EFFINGHAM, ILL., October 17, 1890.

Editor Woman's Department:

I have been a constant reader of the *Magazine* for one year, and the more I read it the better I like it. When I receive the *Magazine* I lay all other news aside, for it is my favorite, and as I have never seen a single letter from Vandallia Lodge, No. 403, yet I will write a few words myself in its favor. The Lodge here is in a flourishing condition, a host of brave and gallant young men, that are willing and ready to go forth and extend a helping hand to a brother in need or a friend in trouble. I am neither the wife nor sister of a fireman, but the daughter of an engineer and the sweetheart of a fireman. If I don't marry a fireman it won't be my fault, but I am pretty certain I have got one solid if he don't change his mind.

I wonder what has become of "Kicker," who appeared in the April number? I suppose he is dead by this time, for he was too smart a man to live long. I must bid my old *Magazine* adieu. Wishing the B. of L. F. good success, I remain,

Anna

PERT, IND., Oct. 16, 1890.

Editor Woman's Department:

I have been a constant and interested reader of your valuable *Magazine* for some time, and as I have never seen a word from Peru Lodge, No. 157, I will say from all accounts everything is progressing nicely, and the boys are as noble and true-hearted a set as can be found anywhere. I have heard some young ladies say they would never marry a railroad man. I married one, and he is a good and kind husband; I do not regret the step. God bless the boys of the B. of L. F.

With pride, I sign myself,

A Fireman's Wife.

MILLVILLE, CAL., September 20, 1890.

Editor Woman's Department:

"Honor and shame from no condition rise,
Act well your part there all the honor lies."

These are the lines that should be stamped on the memories of all the brave youths and fair maidens of the present and future generations of the earth.

Our sphere of life may be limited or great, still we act and these actions produce an influence, which will be either honor or shame.

Our tasks are various. Some are laboring in the school room, some in agriculture, some in the mechanical line, some in law, some in literary pursuits, some in the pulpit, and many others too numerous to mention; and in all these various pursuits we act, either mentally or physically, and we undoubtedly wish all our undertakings to be successful.

We are sowing seed that will spring up in the harvest of blessings or the harvest of sorrow and remorse. The sod covers the casket that contains the mortal body; still the character walks among the nations of the earth.

The bones of Abraham are mingled with the dust of other patriarchs, still he lives among the Jews. Washington's ashes are blended with their mother dust in the cemetery at Mt. Vernon, yet he lives in the hearts of his countrymen.

The remains of Columbus, that long rested in the Cathedral at Havana, have changed to dust, yet he is remembered by all Americans and leading nations of Europe, having the undying fame of discovering the new world.

Let our lives be free from stain; so that after departing from this earthly abode, we may leave "foot prints on the sands of time." To be honored and respected, we must occupy an honorable position in society. How can we obtain that honor? How avoid the shame that failure brings? We respond, by perseverance.

Where there is a will there is a way. As long as life exists, reformation is never hopeless and sincere endeavors will be assisted. If you have courage and strength, you can soon remove all dangers and difficulties, for they will vanish as a fog is dispelled by the bright rays of the morning sun.

We are emphatically the architects of our own fortunes, whether it be worldly goods or the means and qualifications of obtaining it. Our teachers lay the foundations on which we are to build. Now must we sit with folded hands, and wait for our temples to be reared by unseen hands? If so we are cherishing a hope that will be blasted in the course of time; and then must we sit still pining regretfully? No indeed, we must sever the chain of sloth that has so firmly entwined itself around our arms and herald the cry, "Now is the time to begin!"

Mothers, you have a part to perform on this stage of life, and the most important: that of training the youths and maidens, who are to occupy the positions that you hold. How important, then to teach and practice truth, firmness and temperance. Make their lives pure by keeping yours uncontaminated, for it is only the pure fountain that sends forth the pellucid stream.

Many great men have attributed their success and salvation to the influence of discreet and pious mothers. Thus lead them gently on, and your sons and daughters will bless and honor your memory. Youths and maidens, it is on you that the future of our country depends; each one of you has a part to perform on this stage of life. Let us entreat you to act that well, for there all the honor lies.

Effeminate young men have been the cause of the downfall of many a country. Love of pleasure, fondness for dress, and wanton idleness will be the ruin of our country. When young men feel above work, give themselves up to idleness, become votaries of Bacchus, shun the society of the pure and noble, then you may exclaim, *lost, lost, lost!*

Some of you are now interrogating yourselves thus: "What can I do? I am illiterate, I am poor and have not the means to attain an object, were I to begin." But that filthy lucre—gold, is not all we need to accomplish our aim. Rouse and hear of a few of the great ones who have preceded you.

Henry Clay, one of the greatest of orators, was only a poor mill boy, and the sobriquet conferred upon him is, "Mill boy of the Slashes." Franklin, the sage to whom two worlds lay claim, and who enjoyed an elevated rank in human nature, was only an apprentice. Roger Sherman was a shoemaker, Elihu Burritt was at first an ignorant blacksmith. Hugh Miller, the noted geologist, was a stonecutter, and John Bunyan was a tinker and wrote one of the greatest of books, "The Pilgrim's Progress." And there are many others who have done wonderful feats and accomplished great things for which they are remembered.

We can be educated, but to accomplish this, do you think that all you can do is to wish? If so you are mistaken; you must have the will to find the way. This requires work, and work you must. It is this that has made our vast wilderness rejoice under the agriculturist's touch; it has made our fields wave with golden grain and green with the graceful cereals and grasses. Idleness dwarfs the mind and destroys prosperity; it is the road to adversity. Again, young men, you must be sober. Drunkenness is the bane of all good. It is the fountain from which the broad ocean of iniquity is supplied. It destroys all bright prospects, and fills the future with Egyptian darkness.

Honesty is another virtue that all should possess. Gambling is another vice that should be scorned, but, alas! it is enticing many who might rise to posts of honor; and only by a little coaxing and a few drinks the young man is lured on to the pits of destruction and degradation and all for the sake of a little pleasure and fun.

There is no fouler place than the gambler's saloon; that you must shun or be forever lost. We rejoice to see that some of the youths and maidens of our land are rising to the pinnacle of the temple of fame, while we shudder to behold many drinking the bitter dregs of the cup of destruction, and pursuing the downward road to eternity, by wickedness and woe. We look to the former with confidence, while we shudder to think of the fate that the others will meet as their reward.

Wishing success to the Editors of the *Magazine*,

I am yours respectfully,

E. E. S.

EAGLE BEND, FORD COUNTY, MINN., Oct. 13, 1890.

Editor Woman's Department:

In the days that are not, it was pleasure before business with me, as a rule; but now the order of things is decidedly changed, and I have to almost drop my favorite pastime, and give my time and thoughts to the more practical duties of life. Another little treasure to foster and take care of has sprung into existence since I last contributed my mite to the *Magazine*—a bright, blue-eyed baby girl. We have named her Marion Olive. The other children love her dearly; the tiny baby never gets to be an old thing with them, as they sometimes do with children; her pretty ways are a constant source of pleasure to them. With kindest of wishes, believe me very truly yours,

Annie B. Miller.

ONE PICTURE OF A HAPPY HOME.

A place exempt from brawl and strife,
A haven from the ills of life,
Where mutual sympathy and love
With steadfast faith are interwove,

Unselfishness holds there full sway,
While loving forethought, day by day,
Governs each action, great or small—
Kind and impartial toward all.

Helping each other's burdens to bear,
Guarding the tongue with jealous care,
Worshipping naught save the Father divine,
Contentedly waiting His own good time.

Mrs. C. S. Miller.

[Our friend is excusable for her absence from our Department. I am sure all our contributors will send a kiss to the new baby.—Ed.]

*For Woman's Department :***A PARTING TRIBUTE.**

To the Grand Officers and delegates to the late convention held in San Francisco, Sept. 1890, by the B. of L. F., and also to the ladies in attendance, all of whom have departed for their respective homes.

We have parted to-day no more to meet.

Perchance for many years,
My heart is filled with sorrow deep—
My eyes suffused with tears;
I've grasped each hand with friendly clasp,
My heart hath treasured every word
Of kindness you have spoke to me,
By which its depths are stirred.

We have parted to-day. Ah! who can tell

If we shall ever meet again?
If we should not I'd kindly ask
Thy friendship to retain;
Tho' many miles may intervene,
Between myself and you,
Forget not in your far off homes,
The one you now have bade "adieu."

The last good bye has now been said—

The last farewell been heard,
And here I say to each and all,
This kindly parting word:
"God bless you all, though far away,
And shield you from all care,
God bless the Order of the B. of L. F.,"
Shall be my fervent prayer.

God bless each fireman brave and true
Who faithfully performs his duty.
Whose hands are hardened with honest toil—
With clothes all black and sooty;
And may the two great Brotherhoods
Federate and have no fears—
Remembering it is from the firemen's ranks
That we get our engineers.

God bless the men who right your wrongs—
Who advocate federation,
Their names are known from east to west—
Throughout the entire nation;
They are Sargent, Hannahan and Debs,
Who by their brave endeavor,
Have won the deep abiding trust
Of those who handle scoop and lever.

Mrs. Nellie Bloom.

LOS ANGELES, CAL., SEPT. 21, 1890.

THE BRIGHT SIDE.

PRAIRIE DU CHIEN, WIS., OCT. 7, 1890.

Editor Woman's Department :

Only a little while ago our bluffs were covered with a royal robe, magnificent in its rare and gorgeous beauty, which October brings each year and for very gladness things over all nature. Now all is being clothed in the sober garb of November, but "Behold all things are beautiful in their season." To-day while looking from my window out upon the old bluffs and the beautiful clouds above them, and watching the box elder leaves dry and brown, as they are taken up into the air and swept along by the wind like a levy of frightened birds I had half a mind to be sad. To be sure it was a melancholy picture, but while yet gazing I was forcibly impressed with the truth of these words: "Half the battle of life consists in keeping up a cheerful spirit." There must be a bright side to this picture, there is a bright side to every picture.

The hills and hazy sky make an admirable background for the level prairie, with its now leafless groves and the cheery homes of the workmen scattered here and there among them. Are all these homes cheery homes? They are if there is a cheerful woman in each. My dear reader, did you ever think what a precious jewel to man is a happy woman? She is the very sparkle and sunshine of life. The smiles of a woman who is happy because she can't help it, cannot be dampened even by the

coldest waves of misfortune. Sorrows she may taste, but they leave no cloud, only a look of deeper tenderness and serenity. A woman's circumstances and surroundings may be unfavorable even to a degree of desperation, but it does not pay to cultivate misery by brooding over it and hugging it, so to speak, to our hearts till it gnaws a hole too deep to repair. The wisest course is to turn away from the ills and trials, and with an upward, earnest and cheerful face energetically address ourselves to the duties of our station, for the sweetest of women are those who possess the magic secret of being contented under any circumstances. "The purity of a hidden spring is known only by the rill that trickles from it," and the purity of a life is known by the rill of influence which trickles from it.

You see, my dear readers, that it matters not whether rich or poor, high or low, so long as the bright little fountain of life bubbles up merrily from your hearts and sends forth a rill sparkling with faith, hope, charity and love. It matters not you live in a log cabin, for so long as you are a cheerful mind, the firelight that leaps upon your humble hearth becomes brighter than the light of Aladdin's fabled lamp. If of cheerful disposition it matters not if you eat brown bread and drink cold water from the well, for it affords you more satisfaction than the millionaire's *pale de foie gras* and iced champagne. Nothing goes wrong with a cheerful woman, no trouble is so serious, no calamity so dark and deep that the sunlight of her smiles will not break through the cloud and light up her surroundings with a softer, mellower light than before the storm.

Was ever the stream of life so dark and unpropitious that the sunshine of a happy face falling across its turbid tide would not awaken an answering gleam? Was man ever packed so full of the blues and grumbles that the long drawn lines about his mouth would not relax and the cloud of settled gloom and desperation would not vanish after half an hour's talk with a cheery little woman? The first thing you know that melancholy looking personage will have a smile on his face, the warmth of which is a caress in itself, and the cause of which he can no more tell you than he can tell you why one smiles involuntarily when he hears the note of the first bluebird of the season among the maple blossoms or when he meets a lot of yellow haired dandelions peeping from a crack in a city paving stone.

In conclusion let me say to each and all of my readers, in the time when evil misfortune has daunted all courage and hope, in the time when the clouds seem most dark and threatening, then is the time to let the sunshine of the spirit escape, and it will break the dismal clouds of sorrow and they will float away even as the fog before the noonday star. No one knows, no one will know until the day of judgment how much the world is indebted to the helpful, hopeful, cheerful, uncomplaining woman.

Nora Bird

[Welcome after your long absence. Come again. — Ed.]

ESCANABA, MICH., September 18, 1890.

Editor Woman's Department :

I have been a constant reader of your Magazine for three years and like it very much. How to manage a husband, I think that if a wife does her best to please him he will not need to be managed. A lady friend came in to-day and I said to her, "Tell me you have been married twenty years." She told me how you manage your husband." She looked at me with a smile and said, "I love him with all my heart, and he don't need to be managed." Now I, myself, think that is the only way to manage a husband.

Suppose we change the subject and have something new. Can't some of our sisters tell us how to manage our boys, so when they have homes of their own they will not have to be managed?

I say God bless our noble husbands! Wives, manage yourselves and do your duty to your family, and there won't be any need of managing your husbands.

An Engineer's Wife.

For Woman's Department:

MATERNAL LOVE.

Of all the friends, we hold most dear,
A mother's friendship is the best,
And while on earth her presence near
We know, we feel that we are blest.

Her kindly eyes once gay with youth
Are now bedimmed with sorrow,
But still they beam, oh, yes they speak
That everlasting love.

Her fond caress, her soothing voice
Dispel, allay our fears, our cares,
And on her breast we sink to rest
With happy, joyful thoughts,

We may wander on to foreign climes,
We may pause by pleasure's open door,
But memory still with sweetest chimes
Recalls us back to mother dear.

Then reader dear, I thus entreat
Respect, obey thy mother fond,
Ne'er cause her grief, but kindly treat,
And reward is thine here and beyond.

Kitty.

ST. LOUIS CITY, IOWA, October 15, 1890.

DES MOINES, I.A., October 12, 1890.

Editor Woman's Department:

How many of the *Magazine* readers have ever visited Iowa's capital city, of which we "Hawkeyes" feel so proud? And our State House? Well, the way in which we show visitors over that elegant edifice, and point out the beauties of the surrounding country from its stately dome would fill an outsider with something akin to awe, and then when we are on the last step and our dear old aunt says, "Now, B. B., what do you suppose is the sense of putting all that money in such a building? Why wouldn't the old Court House have done just as well?" we feel like replying that there was certainly "more sense" in it than in working five years at a "crazy quilt" (as we know a certain person did) and then have 304 nieces "scrapping" as to which one shall have it at some time in the future. But no; I held my tongue, for who knows, I may get that quilt, and it's a beauty, with all its old-fashioned work and embroideries. Now we are in the new Y. M. C. A. building, and old and young must admit that \$75,000 is not a cent too much to invest in such a grand building and good cause. Our Public Library will soon be moved here, and we hope the R. R. boys will visit it often. By the way, No. 102 is adding new books to its "shelves." I don't mean that they stay on the "shelves" long. I can count two or three on my table now, and a certain "red head" was hunting at wanting the last two years' volumes of the *Firemen's Magazine* bound for a Christmas present. Wonder if he will have to write to "Santa Claus," as one of his "youngsters" was doing yesterday, only nearly every other line of his was a request for "a long string of cars, big engine—one that will run clear around the room, etc."

The last year has been a good one for Des Moines in the way of new churches and school buildings. It would be hard to find a city of our size (though we are no baby with our 52,000 population) that has finer churches and better schools. Highland Park College, our last new school, has just opened with a good attendance.

Our Electric Street Railway is certainly one of the best, and for five or ten cents one can have such a glorious ride, and who does not enjoy being out, if only to see Autumn in all her style? She is very gorgeous just now. We will start from the hill down past our "Capitol," on we go to Locust street bridge, Des Moines is noted for its bridges, here we are at the Lavery House, one of the finest hotels in the West. (We went in and got a drink of ice water and a toothpick, once.) Here, a few steps away, is the Grand Opera House. We want to see "Said Pasha," but it may be cheaper if we follow them to the Garden City and view them and the Auditorium together. Hasten the time when Des Moines theater goers will not have to pay as much for a seat as they are supposed to do for a new bonnet. Now, a man can go up in the gallery, but a woman, no. But I

believe we were taking a street car ride. Down Fourth street to the Iowa State Register building, (the best paper in the State, too) over to Fifth, and here is the new Government building, a fine one, too. Across the street is an artesian well, and it makes me think of a "pool." I have read of. Everybody is there, the sick and the well. I taste the water, but thanks, I still prefer "Colfax." We resume our ride, out of the business part of town, past cozy little homes, and imposing grand ones. Shut your eyes—now open them. Where are you? Only in the woods—Prospect Park—but you might imagine you were in fairy land, it is all so pretty, and we are landed at a real ferry. I do hope there will always be a ferry there, it does seem so "old timeish." And now we are at the "Zoo," but must not stop long, for one hour at the cage of the "Happy Family" is not long for two little rascals who are along on this trip. And this is only one of many pleasant rides we take.

"Fireman's Mother," we like you. Perhaps it was because we were bringing "our boys" up your way. They are at school now—no, here comes the baby, and cries "Mamma, hear my new piece!" I will send it to the little cousins:

"Good afternoon, folks,
Pray how do you do?
I want to make a speech
This afternoon to you.

"I hope you all are well,
And all happy, too!
Now I've made my speech,
Do you think it will do?"

Dear little man, his "preach" that's what he calls it, is ended, and the next one is "I'm so hungry!" What mother ever listened to that remark and did not start at once for the pantry? So here goes.

Bess Burton.

[Your letter is like a fresh breeze from the prairie. Come again.—Ed.]

ONE WOMAN'S SORROW.

Editor Woman's Department:

"I have a sad story to tell you,
It must be told by the moonlight, alone."

It is not a tale of war, some home left desolate, neither is it the wail of a widow whose drunken husband has been pulled from the gutter for the last time. It is not a financial failure, neither is it sickness. It is not the loss of fame, honor or notoriety; no such trivialities as these. It is no old legend, although the same old story which for so many generations has bent forms, bleached the raven locks and robbed the eye of its light, the voice of its cheerfulness. Ah! God pity those who are crossed in love! Poets have written of it, bards have sung of it, and yet the disappointment is as bitter as it was in "ye olden time." Oh! the frozen hearted public knows as little of the bitter tears, the heartfelt longing, the silent prayers, the vain waiting and despair, as Marie Antoinette knew of hunger when she asked why the clamoring Parisians did not cut cake when they could get no bread. But we must know that the good Lord, who ordained everything, is not casting this sorrow upon us to cloud our lives unless there is a purpose to brighten our future. We will quote Scripture in authority of this pardon, but I do not remember the words, it is to this effect that they who have the good things in this world shall have less in that beyond and *our versa*. Now I explain it thus, that by filling our hearts with the greatest of sorrows we lose our interest in worldly things. Figuratively, the metal is purged of its dross and the gold remains unsullied. The poet Dante is said to have "Learnt in suffering what he taught in song." His Divine Comedy is universally admired as a masterpiece—an example for us.

I think we may now conclude by remembering the dear Christ Jesus who suffered and bled on the tree, and follow His foot prints through trials and sorrows which have bled many human souls. We may well say with Wordsworth,

"'Tis better to have loved and lost
Than never to have loved at all."

Violet Eyes.

For Woman's Department :

REST(?).

Quickly passed the flying minutes, swiftly flew the hours away,
And once more the sun rose brightly on the Holy Sabbath Day;
Bringing calm and peace and gladness, bringing joy and balm and light,
Bringing rest to all the weary, toiling hard both day and night.

Rest for noble lord and peasant, rest for rich and rest for poor,
Rest for busy city merchant from the office and the store,
Rest for tired, tollworn mother, rest for children (if they can),
But there's one there *is no rest for*—'tis the weary railroad man.

Do you think while you are sitting, taking in your day of rest,
There are many railroad workers, who are not one-half so blest?
They have homes, and they have mothers, they have wives and children too,
They can only "love and leave them"—they've their railroad work to do.

Oh! 'tis hard just when they're thinking, they have got some hours of rest,
Comes that noisy call-boy shouting "2:15, for special, west!"
Can you wonder if they falter? if from right they go astray?
When from out of all the seven, they can't have one day to pray?

'Tis *not* right! oh! it is shameful, that such things as these should be.
Will not some one rise and help them, let them have their *Sabbaths* free?
Meantime, Brothers, still be patient, always sure that God knows best;
Strive on for that endless Sabbath, when God gives His children rest.

F. M. P.

WEST TORONTO JUNCTION, ONTARIO, Sept. 22, 1890.

KANSAS CITY, MO., October 16, 1890.

Editor Woman's Department :

I feel very sorry if "May" for one moment thinks that I do not sympathize with her in her troubles. I can imagine no greater trial than an unhappy married life. It is difficult for anyone to decide the right or wrong of another's actions. According to May's own letter her method has been a failure. If her husband is not wholly bad; if he has not become so utterly degraded as to lose all sense of right and wrong; if she thinks that he has one spark of his old love for her, let her try every method within her power to win him back to his first love. Let his home be so happy that he will think no other home like it. Let him have all the pleasures that he can possibly wish, with the difference that everything in his home is encompassed about with an atmosphere of love and affection. Then, if he resists all that, God alone can only help her to bear the terrible trial of being an unloved wife.

A little incident came under my observation a year ago last Xmas. A young married couple, nineteen and twenty-five were their ages, the husband a strong-willed, independent man; the wife yielding and apparently passive. They were boarding at a fashionable boarding house. In her home the young wife had never been accustomed to the use of tobacco in any form, and the husband out of respect to her feelings never smoked in her presence. This Xmas morning she wanted to go to church for the latter part of the service. At the proper moment she asked him if he would keep the baby a little while for her, which he said that he would do. On her way to church she stopped at a drug store and bought two good cigars, then went to church and was back in time for dinner, after which her husband told her that he was going out for a little while. She playfully pushed him down on the lounge and told him

that he could go after smoking one of those, handing him the cigars. He looked at her in amazement, but that was the last he said about his going out. At supper one of the boarders asked him if he had been out. His reply was, "No, my wife wouldn't let me go." In relating the incident to her mother she said, "If George will smoke, I am going to have him smoke at home."
A Fireman's Mother.

MINNEAPOLIS, MINN., October 22, 1890.

Editor Woman's Department :

If a "horrid man" may be so bold as to intrude upon the little circle of bright ladies who contribute to this department permit me to heartily applaud "J. K. F.'s" letter in the October issue relative to the higher education of woman. At the risk of being considered a traitor to my sex I wish to hint that were men more given to obtaining a higher degree of education themselves there would be no need of raising the cry that education in woman detracted from her willingness to wed. The time was when woman was the inferior of the lordly sex. Now she bids fair to be the superior unless the boys do differently. In the last century woman has raised herself to the plane of mental equality with man. While she was doing this, what have we, "the lords of creation," done? Sat down and worried because women were outstripping us? Get up and pinch yourselves, brothers, and see if you are alive! Vulgarly speaking no one has a cable coupled to you. You are free to educate yourselves as highly as the ladies do. As the ladies become more intellectual and acquire higher knowledge what wonder that they dislike to mate with men who are still sitting on a stump at the foot of the ladder and get no higher up because there are no more steps on the stump. Get off the stump and on the ladder, boys and climb. You *must* climb. There is little danger of a balloon coming along and hoisting you to knowledge with no effort on your part. The girls climb why can't you?

What woman worthy of the name wants to tie herself to a man who has no higher ambition than to sit in a corner and eject tobacco juice all over the carpet while he tells what a time he had pulling two miles of cars up the side of a house, "and if she made a slip she was gone." Ah, yes, and if we make a slip, boys, we're gone, in this race for intellectual supremacy. Widen your minds enough to take in something besides a locomotive and split switch and don't "talk shop" at home. The chances are that the little woman doesn't understand what a great thing you have done with your engine to-day even if you tell her, so why bother her with it? Surely we have grief enough on the road without carrying it home and rolling it like a sweet morsel under our tongues. Let the men study and think, develop their own minds and make it worth while for an intelligent woman to marry them and there will be little danger of "higher education in women" resulting in the extinction of the human race.

Respectfully,
W. I. F.

[The latch string is out, call again.—Ed.]

MAUCH CHUNK, October 13, 1890.

Editor Woman's Department :

I am a fireman's sister, and for over a year have been an interested reader of the *Magazine*. In all that time I have never seen an article from any of the ladies of Lehigh Lodge, 251.

As for the boys I will say they are a noble, as well as generous set of men as can be found in our little Switzerland of America.

As for the Woman's Department I must say a word. I love to read the letters it contains every month; they are very interesting. As to managing a husband I can say nothing, for I have none to manage; but I will say this much: I think if every husband and wife do their duty to each other there will be no managing needed.

As this is my first letter to the Department I will close with, God bless all the members of the B. of L. F., especially those of 251.

A Fireman's Sister.

THE MAGAZINE.

Rejected Manuscripts are not returned unless accompanied with required postage.

Subscriptions must begin with the January, April, July or October number, and expire with the year.

Changes of Addresses of subscribers should be reported to us promptly to insure the safe delivery of the Magazine.

Contributors are required in all cases to give their real names, not necessarily for publication, but as a guarantee of good faith.

Subscribers failing to receive their Magazines will please notify us, giving name and location of Agent through whom they subscribed.

THE B. OF R. T.

Seventh Annual Convention of The Brotherhood of Railroad Trainmen. Held at the City of Los Angeles, Cal., Commencing October 20th, 1890
—Grand Street Parade and a Splendid Reception at the Pavilion in the Evening.—Federation Unanimously Indorsed by the Convention.

SPEECHES, INCIDENTS, ETC., ETC., ETC.

The Seventh Annual Convention of the Brotherhood of Railroad Trainmen was held in the city of Los Angeles, Cal., commencing October 20th, 1890.

The Brotherhood numbers 400 Lodges, and 385 delegates were on hand to answer to their names when the roll was called.

The grand parade Monday afternoon more than met expectations, there being upwards of 2,000 men in line. The proceedings of the day were under the auspices of Paradise Lodge, No. 74, B. of R. T., and everything was conducted in a way to elicit ceaseless commendation. Says the Los Angeles *Tribune*: "The procession was headed by a platoon of mounted police and the police rifle battalion of twenty men, commanded by Captain Roberts. Then came a band of music, followed by a score of carriages containing the grand lodge officers and their wives. These were followed by the local Trainmen, as fine a looking body of men as ever marched our streets. The Brotherhood of Locomotive Firemen turned out in force and made a very good showing in the parade. Close in their rear came the delegates, each wearing a tall silk hat and carrying a cane. At First street the visitors were greeted by another division of local trades unions which, headed by Meine Bros. band, fell into line and marched with the rest to the pavilion. Foremost in this division came Los Angeles Typographical Union, No. 174, 100 strong, in command of Major Will Voorhees. Among the other organizations which marched in this division were the Cigar-makers' Union and the tailors of the Knights of Labor. Altogether, it was the greatest demonstration of its kind since the visit of the Grand Lodge of Odd Fellows two years

ago." In the evening, says the *Tribune*, the delegates were tendered a reception at the pavilion, where an immense number of railroad men, their families and friends assembled. The committee had secured excellent music and the occasion was one of rare delight to all present.

The Rev. Dr. Cantine made the opening prayer, after which His Honor, Mayor Hazard, spoke as follows:

LADIES AND GENTLEMEN: I am here in behalf of the city of Los Angeles, to extend a hearty welcome to the representatives of the Brotherhood of Railroad Trainmen. They are always welcome, because we believe them to be the representatives of the people, and of the best class of laboring, producing people. When our forefathers landed on the rock-bound shores of New England, they found a desolate region, inhabited by an uncivilized race. Labor, as well as brains, was then needed. It was not lacking, and soon there had been carved out a nation that commanded the admiration of the world. Schools were founded, and have proven an important factor in our government. There must be a full and complete understanding and consent on the part of those governed, in order to have an intelligent government. The United States has always had one advantage in its march of progress, and that advantage lies in the fact that its representative men and law-makers are taken from the ranks of labor as well as those of capital.

After discoursing briefly on the advantages of labor organizations, and the Order of Trainmen in particular, the Mayor continued:

I am glad to welcome you to Los Angeles, because we are here a mixed people, composed of many classes. Here you will meet many in all the walks of life, and who shall say the conductor or the brakeman is not the better for meeting and conversing with his fellows of other professions? Where is the law that shall say that you who are baggagemen or switchmen to-day must remain so to-morrow?

One thing I prize most highly, and that is our free school system, where your children sit and learn from the same instructor as the children of the millionaire; and to the one endowed with the highest intellect and the best powers of reason, is accorded the right to govern in the future.

Referring to Grand Master Wilkinson's address, a mere outline of which is given, the *Tribune* says:

The Mayor was followed by Grand Master S. E. Wilkinson, who expressed great pleasure at finding himself in what he termed "this land of sunshine and flowers and beautiful women." He said: "Wherever I go I find the (California) noted for his warm friendship and his cordial clasp of hand." Speaking of the Order of which he is the head, the speaker said: "We mean to show you that we are an Order of progress. This is but the seventh convention of an organization which was started a few years ago by a band of eight men, but which has since enrolled over 25,000 members. In that time we have given a million and a half of dollars to the aid of the wives and widows of injured or deceased trainmen of our Order. It is not necessary to tell you that the life of a railroad man is one fraught with danger and responsibility of the gravest nature. To us are entrusted the lives of a multitude of people—your husbands, your wives and your sweethearts—and I say that in consideration of this fact we are entitled to more recognition than has been accorded to us. However, we are steadily gaining, and one assistance is the fact that the brakeman is being educated up to a point where he is fitted for a better position, and even now there is a man within the sound of my voice who will, I hope, within a year assume the duties of General Manager of a railroad in this country.

"It was formerly considered that all that was re-

quired to make a railroad brakeman was a suit of clothes and a big drink of whisky, but to-night I stand before you as a representative of a sober class of men, who believe that the way of putting a stop to the saloon evil is to stop patronizing the saloon. A word of warning to members of the Order and of kindred Orders—the greatest danger in the path of trades-unions is, I believe, not so much capital as the internal dissensions among the members themselves. Brothers, let us so conduct ourselves while in this fair city, that when we come again, if we are ever again so fortunate, we need not be ashamed, nor the people of Los Angeles to welcome us."

The address of Grand Master Wilkinson was received with great applause, and at its conclusion, the *Tribune* says, Judge Maguire, of San Francisco, was introduced and made a brief address, in which he expressed his regret "that the eloquent Lieutenant-Governor of the State could not be present to express the welcome he would feel if here." Continuing, the speaker said: "Labor organizations are always welcome, for they come to deliberate on matters of justice, and can be relied upon to ask nothing but justice. Labor produces the wealth of the world and produces it from the God-given raw materials that come from the hands of Providence to satisfy the wants of labor. By rights labor is entitled to all the wealth produced by it, but it gets only a share, and but for organization, as we all know, that "share" would grow steadily less as civilization progresses and as the wealth of the world increases. But persevere, I say, and remember that

"Goodness is alone eternal;
Evil was not made to last."

Brief addresses were delivered by others and after the benediction by Dr. Cantine the immense assemblage adjourned.

Referring to the history of the Brotherhood the *Tribune* has the following:

The organization was first formed in 1883, at Oneonta, New York, by a handful of brakemen who got together, held a meeting in a caboose and pledged themselves to work together under the name of the Brotherhood of Railroad Brakemen. The organization spread rapidly and other lodges were started throughout the surrounding country. At the end of the first year 150 of these lodges had been formed and the order had a membership of 5,000. This number continued steadily increasing, and the order was in the most flourishing condition, when just a short time before the time of the first national convention, a serious set-back was experienced in the shape of a defalcation by the grand secretary and treasurer, who absconded with all of the ready funds of the order, which was thus left practically bankrupt. It was a terrible blow, but the organization was composed of too good material to die thus easily. The board of trustees held a meeting and the result was that Ed. F. O'Shea, up to that time a clerk in the office of the grand lodge, was placed at the head of affairs. He at once put out a number of organizers and as a result of their labors the order had soon placed itself on a strong social and financial footing.

At the sixth annual convention (the last), held at St. Paul, Minn., a year ago this month, the name of the order was changed to the Brotherhood of Railroad Trainmen, thus admitting to membership conductors, switchmen and baggage-men employed on the different railroads. At that time some changes were also made in the grand lodge, the offices of G. S. and T. and editor of the *Journal*, which had heretofore been in the hands of one man, were made separate and distinct offices.

O'Shea, who had then held his position for five years, voluntarily resigned his office to accept a position with the Southern Pacific at Denver.

W. A. Sheehan, then chief clerk, was elected to the office of G. S. and T., which office he now holds, and L. W. Rogers, a delegate from Denver, was appointed editor and manager of the *Journal*. S. E. Wilkin, son, the present grand master, has held that office for five years, thus showing the high esteem in which he is held by his fellow trainmen.

The order is now in a most prosperous and flourishing condition and numbers over 400 lodges, with an aggregate membership of 22,000 in the United States and Canada. During the past year some excellent work has been done by the three vice grand masters P. H. Morrissey, T. T. Slattery and C. N. Terrell, who have been kept busy in different parts of the country and who have added about 100 newly organized lodges during the past twelve months.

The *Trainmen's Journal*, the official organ of the order, has made good progress under the management of Editor Rogers. The circulation has increased from 15,000 to 22,000 copies, each member of the order now being made a subscriber.

In an editorial notice of the Convention the *Tribune* was highly complimentary, as follows:

The national convention of the Brotherhood of Railroad Trainmen is in session in this city. Welcome to it, and to every member of it! We have the greatest respect for the men who run our railroads—from the humblest to the highest. How wonderfully each performs the service allotted to him—the man with the long-handled hammer, who taps the wheels at the station; the man who walks the track or turns the switch; the brakeman, cheerfully braving a thousand dangers for the security of life or property; the engineer and fireman, so often moral heroes, controlling the snorting steam horse and making the monster do their bidding; the conductor, affable and courteous, with vast responsibilities resting upon him. What a wonderful lot of men they all are! How much society owes to them! Therefore welcome, ye men of railroads, to our beautiful city. May your deliberations here abound in good to yourselves and to the public, and may your hours of rest among us be attended with pleasure.

The *Evening Express* editorially referred to the brakemen as follows:

The necessities of their occupation demand of practical railroad men the qualities of courage, cool judgment and activity to a remarkable degree, and a body of such men is of a superior character. The Brotherhood is benevolent in its character, and its members receive weekly benefits in the event of disability, and the family of each is paid the sum of \$1,000 upon the member's death, these benefits being conferred by means of small monthly dues. It is recognized by railway corporations as one of the most just and conservative of organizations of employees, and it has succeeded in adjusting a great many difficulties between railway corporations and their employees by means of arbitration, and has never yet resorted to the extreme measure of a strike.

Paradise Lodge, No. 74, under whose auspices the convention was held, was organized in 1885 with ten or twelve members and now has a membership of 150.

The convention unanimously approved of federation as it exists under the laws of the Supreme Council of the Federated Orders of Railway Employés.

Among other nice things that happened Mrs. Annie Hendricks Warner presented the Order with a superb banner ten feet long.

The convention adjourned on the night of the 30th to meet in Boston, where the next session of the Grand Lodge is to be held.

THE B. OF L. E.

The Twenty-Seventh Annual Convention of the Brotherhood of Locomotive Engineers.—Held in the City of Pittsburgh, Pa., Commencing October 15, 1890.—Addresses Delivered by a number of Gentlemen, including Grand Chief Arthur and Chauncey M. Depew.

FOUR HUNDRED AND FIFTY-TWO DIVISIONS REPRESENTED.

The Brotherhood of Locomotive Engineers held their twenty-seventh annual convention in the city of Pittsburgh, Pa., commencing October 15, 1890.

Four hundred and fifty-two Lodges were represented. Many of the delegates brought with them their wives, or sisters, mothers or sweethearts, and the crowd was so great that the Pittsburgh hotel accommodations were not equal to the demand.

The open meeting, where the public can put in an appearance, was held in the Grand Opera House and was packed.

Letters and telegrams were read from distinguished individuals expressing regrets that they could not be present.

Mayor Gourley welcomed the engineers to Pittsburgh, and Mr. Elphanstone welcomed them to Allegheny.

When the welcoming was over, the chairman, Mr. Adams, introduced Patrick Fennell (Shandy Maguire) who read the following poem:

DEDICATED BY SHANDY MAGUIRE, THE ENGINEER POET, TO HIS COLLEAGUES.

Old Father Time, the hoary thief,
The heartless wretch keeps driving on;
Unmindful of our joy or grief,
He marks another twelve month gone
Since last we met at Denver, where
We all inhaled pure mountain air,
And saw the glories of the skies
Resplendent in their changing dyes:
Where snow-capped peaks look smiling down
Upon that enterprising town;
Again we meet in numbers here,
To scan the ledger of a year,
Our order's progress to renew;
And pledge our steadfast faith anew
Upon the altar of our love,
With confidence in heaven above.

Our lease of life is short at best,
Our sun is gliding down the west,
And, ere another year goes o'er,
May set on the eternal shore.
We once were boys—'tis long ago—
Our hair could shame the sable crow;
The locks of some now growing old
Were once the shade of purest gold.
Alas! a change has come to stay,
The black and gold have turned to gray;
And some I see—in numbers small—
Have not a single hair at all—
The men I mean, each lady fair
Retains the color of her hair
All through her life. Perennial youth,
Is her reward for love and truth.

The day of doom for many here
May dawn within the coming year;
Forbid it heaven! A widow's prayer
For many more we well can spare;
We do not wish a tearful face
To look upon each vacant place,

We've filled so long, at board and bed,
Lamenting for the darling dead,
This life is sweet, and, mark me well,
Upon the earth we mean to dwell
So long as God shall spare our lives,
And not make widows of our wives;
So now, dear friends, how best to live,
And how we shall in future steer,
So men shall approbation give,
Are questions which have brought us here.

Trans-Rocky Mountain men have come
To meet their brothers here from Maine;
Old Mexico send northward some
Of long experience on the train:
Vancouver in the far Nor'west
Has sent her wisest and her best.
From every sea, from every shore,
Where locomotive whistles roar,
There comes a delegate along
To swell the legislative throng:
To labor for our future weal,
Old sores—if any—here to heal;
Old friends to greet, new friends to make,
To guard against each past mistake,
To keep the vanguard in the fight
For justice, self-respect and right:
For all that men on earth hold dear,
These mighty matters brought us here.

Our good old ship of Brotherhood
Full many a gale has bravely stood;
She shielded every faithful tar,
And never yet has lost a spar.
She floats to-day with canvas spread
From decks to every topmast head:
Still may she float. My fervent prayer,
Is for the breeze to woo her fair,
Upon the future course she'll steer.
If on new charts you shape it here,
Let self be deeply sunk from sight;
Remember but the general good;
Tread bravely on the path of right,
And fear not for our Brotherhood.

Right here my rhyming task should cease,
But visions of delightful skies,
Where all is calm content and peace,
Now dawn before my frenzied eyes;
And in prophetic mood I see
The birth of brighter days to be:
When Capital's parental love,
Inspired by wisdom from above,
Shall staunch the wounds which Labor feels,
And listen to all just appeals,
Which come in manly mien along,
To seek redress from grievous wrong.
When Labor realizes, too,
Destructive tactics will not do
To solve that mighty problem, which
Antagonizes poor and rich.

Cool heads and meditative brains
Must ever hold the driving reins;
And if they do, we'll hail the day,
For which we most sincerely pray:
When firemen and when engineers
Shall look on each as other's peers;
When discord, down to Hades deep,
Shall sink for an eternal sleep;
When selfishness is pulled apart
From every God-created heart;
When reason rules with queenly sway,
And Justice at her side is seen,
And calm contentment whiles away
The hours beneath bright skies serene.

The poem concluded, as soon as the applause had subsided, the chairman introduced Hon. Chauncey M. Depew, late dark horse candidate for President of the United States, the great after-dinner orator, and Vanderbilt's \$50,000 President of the New York Central. Mr. Depew was received by the engineers with "three times three,"

and several tigers. The enthusiasm was simply boundless. The audience went fairly wild.

The idea seemed to have taken possession of the audience that Mr. Depew had been engaged all of his life in righting the wrongs of labor—that he had always denounced the oppressors of labor, that he had done little else but cry out against the debasing policy of corporations in their treatment of workmen, and had often wept over their wrongs. As the audience gazed upon the countenance of Vanderbilt's \$50,000 President, his "seeming brow of justice" won the hearts of all, and the exclamation was ready—

"O, he sits high in all the engineers' hearts."

It was some time before anything like quiet, could be had. Some seemed to never tire of applauding the \$50,000 labor agitator and labor reformer.

When some one thought of how the N. Y. C. had employed Pinkerton thugs, to kill men because they dared to strike on the N. Y. C., of which Mr. Depew is the \$50,000 President, a new shout would be started, which would roll up and over the vast audience and die away in the distance like a thunder peal. Then another would suggest, in a whisper, how H. Walter Webb, who is related to the Vanderbilts, had annihilated the Knights of Labor on the N. Y. C., then from a ripple, no louder than a mosquito's toot, the applause would reach resounding force until the building would shake as if in the grasp of an infant earthquake. But repose came at last and then the man, first, last and all the time the apostle of labor, the corporation attorney, who by promotion had come up from a greaser, tallo-pot and hostler, until he could change water into stocks and bonds and make it earn dividends according to law for the Vanderbilts, stepped forth and spoke as follows:

CHAUNCEY M. DEPEW'S ADDRESS.

LADIES AND GENTLEMEN:—Nothing but a very attractive invitation would have induced me to spend two nights on a sleeping car and then deliver an address. When, for the third time, the call came to me from the Brotherhood of Locomotive Engineers to attend their annual convention and speak, I felt that the continuous friendship which has always existed between us should receive from me an equally cordial and emphatic recognition. I am glad to see that you have with you here your wives and your sweethearts, and that you are not in the condition which I found a party of Cook's tourists last summer in Germany. They all knew me and one of them said: "We have a man in our party who makes us tired; he takes no interest in anything; he is blue and down-hearted all the while. Architecture, old cathedrals, paintings have no interest to him, and at last we sent to know if we could help him and he replied, 'Ladies and gentlemen, my case is full of trouble; it is my wedding tour, and I was so durned poor that I left my wife at home.'" My voluminous friend, Mr. Powderly, says in one of his many utterances, that at the convention of the New England engineers, in New Haven, just before I sailed for Europe, your able chief, Mr. Arthur, and myself rushed into each others arms and kissed each

other in the presence of the audience. I don't know what kind of a kisser Arthur is.

There were a great many Kodak friends in that audience, but that picture wasn't taken. But while that event did not take place, I wish now, as I did then, and do at all times, to express what I believe to be the common sentiment of all the people of this country, their respect of a man who in a great position has done more than any other man in America to lift labor, dignify it and make it respected by everybody. Your organization has been in existence now for twenty-seven years, and during that period it has seen a hundred labor organizations rise, culminate, fill the public eye, and then disappear.

They have been organized to carry out some new theory, or put into practice some new fangled notion while the Brotherhood of Locomotive Engineers has constantly gone on increasing in power and prosperity and in the accumulation of its funds, because it was founded on right principles, and he adhered to them to the end. A man who denies, at our time, the efficacy, and the power, and the right to exist of labor organizations does not know the tendency of the times, and is not in touch with the necessities of the hour, the associations, the principles and the rule of our times. Its recognition is found upon our statute books. It is one of the peculiarities of our times, and of this question, that this thought is in this discussion and in your experience of twenty-seven years you have had many lessons. There is only one line upon which labor organizations in our country can succeed, and the line upon which it must inevitably fail is also clear. These questions have come out clearly in the experience of these years: that Socialism in any form is incompatible with our liberty and cannot live under our constitutions. That the individual is not to be held on a common level, but that the man of nerve and energy may rise to a real place. It is the glory of the American labor; this is the best product of American liberty: that the fireman can become the engineer; that the engineer can become the master mechanic; that the master mechanic can become the superintendent of locomotive power; that the superintendent of locomotive power can become the general manager, and that the general manager can become the president. [Applause.]

There have been five hundred societies. I and upon examination, started in the United States upon Socialistic principles, and every one of them are dead. They are dead because they were based upon wrong principles. They were started by a few earnest, self-sacrificing, able spirits, and with them were joined all the cranks and the lunatics: all the people who could not get anything to do in this world, and who Peter would not let into the next. All the fellows who are going to be cast into hell, as my reverend friend described (active, because they are too warm to be still). They joined it in the hope of getting to the better world, and wrecked it. There is another principle which has come out of experience, and that is that no labor organization can succeed whose only object is to diminish hours and increase the wages. The margin is too narrow. There is constant collision and ultimate failure. One of the principles upon which your organization is based is the brotherhood and hearty sympathy which you find therein to help one another in your troubles. It is one of the principles upon which your Order is founded to help one another in one form and another, and without this distinctive principle it cannot succeed. You have for the foundation of your organization the idea of Brotherhood. The idea of taking care of the maimed and the looking after the families of the men who die; and the education of the orphan, by which, both in theory and practice, they are prepared, not only for their work, but to become supreme in their calling, and which also and more particularly makes them larger minded and more useful citizens. And then, by means of these organizations, you are entrenched in your power and enabled to protect yourselves and enforce your rights. We have no returns in this country of the administration of the funds of labor organizations. But in England they are compelled to report to the public authority. In looking over the reports of 1889 of the ten oldest and most

successful organizations of labor in Great Britain. I find they expended in 1889 \$120,000 in labor troubles and \$1,300,000 in insurance and the assistance of their brothers.

Well, they say you are too conservative. There is a point where conservatism upon proper lines is held in ridicule. A class mate of mine was once called upon to perform the marriage ceremony for one who was much older in the service than himself, and who was about to wed his fifth wife. And when the trembling clergyman waited for the aged dominie to rise, he was asked why he waited, and replied: "I am waiting for you to rise." To this the aged clergyman replied: "On these occasions I have generally snot." [Applause.] He was conservative.

Now in our times labor and capital are supreme. In the progress of development in this country it was soon recognized that no individual could build railroads and telegraph systems, or establish banks. And, therefore, by common consent, our legislatures permitted the organization of these corporations. But at the same time, through railroad commissions and labor bureaus, the state has kept its hand on these organizations to prevent discrimination and to prevent extortion. But in these extreme times everything is running into corporations. But all such organizations which are organized to crush out individuals and divide them into two classes, the employer and the employe, are bound to fail.

Legislation and the laws of trade will permit only legitimate enterprises, and those which are necessary alone will succeed. Now, in the same way, labor has been running to extremes, and ambitious efforts have been made to form gigantic labor organizations in which should be corralled every form of occupation in which the bread winner and the wage earner could engage. The scheme is too large. It presents troubles which are impossible to solve and which we are not able to grasp. There is a demand that labor should be just as intelligent as capital when it comes to present its demands. When it calls upon the railroad president it demands that it must know just as much about its business as he does. Otherwise, all that it can do is to threaten brute force, and in nine cases out of ten it fails. And fails as it should. I have had hundreds of committees call upon me. I never refused to hear a committee in my life. I can safely say that no committee of the employes of the New York Central road ever left my office without being satisfied.

But now I will give you three instances of my experience. Fifteen men at one locality on our line came to me to present their grievances. They belonged to an assembly of one of those organizations to which belonged every sort of labor representatives—carpenters, shoemakers, masons, glassblowers, dancing masters. They were all in. It was like a Scotch Hacketts. After they are through every man makes his will.

The master workman of that assembly was a shoemaker, who had had a quarrel with a passenger conductor who ran a local train, about his fare. He said to himself: "I will get even with this fellow and with this corporation who employs him." and he ordered these fifteen men out. That was two years ago, and they don't know to-day what they went out for. They never have to this moment presented to me a complaint of any kind, but they had all the attendant miseries, and I have heard from their wives the terrible trials which they have suffered.

Now, the second instance to which I will refer was when at one time my private secretary informed me that there was a gentleman who desired to see me. I invited him into my private office, and as soon as he began to speak it struck me that he did not know what he was talking about. It was about labor and capital. I at once said to him: "My friend, my time is valuable. I am paid largely for what I do, but I am not paid for overtime." When I asked him what he was there for, I found he didn't know. He didn't know what were the hours, what were the wages, or what the work of the men he came to help. I found that he had never spent an hour on the railroad in any department in his life. Now, I say that such representatives of labor sent to confer with capital bring labor into contempt.

Labor upon its own ground can always state its case clearly. Take an instance: A committee of the

locomotive engineers came to my office and were announced to me in my private office, and I at once requested them to be shown in. They came in, and in five minutes they had stated their case, and stated it so clearly that there was no escape from it. They thoroughly understood what they wanted. In five minutes I knew what they wanted, the questions in controversy were satisfactorily settled, and I bade them good-by.

Suppose they had sent in a shoemaker. Now, I will give you one other instance, and that is the last. Last fall a committee came—and I think now is the time to tell this: I never have told you it—last fall a committee came to my office and presented certain complaints and certain demands. On examination, most of them, I thought, ought to be granted, and they were. Then this committee said to me: "We want a concession on the same line to the locomotive engineers." I said: "They are gentlemen who can speak for themselves." "Well," they said, to sum it up, "we propose to break up the Brotherhood of Locomotive Engineers and compel them to join us. We have some of them with us now. If you, as president of the Central railroad, will recognize that one concession to the Brotherhood through us, then the Brotherhood will be broken up. If you do not make that concession, we will tie up the Central road." I said to them: "Gentlemen, I regard the Brotherhood of Locomotive Engineers as the best labor organization in the world." [Applause.] "I regard the Brotherhood of Locomotive Engineers as the one organization which makes labor honorable all over the world. I regard the Brotherhood of Locomotive Engineers as a safeguard against insane demands and intemperate violence." [Applause.] "I will communicate with them and with no one else, and you can do your worst." [Applause.] The Brotherhood had made no demands. I sent for them, or their officers that night. I gave them a concession larger than these men said they would accept, and that strike did not come off.

Well, on that question, we are all, gentlemen, in a certain sense, employes of the public; all of us. We owe a duty to the public, and we find it out whenever any trouble arises. If, in a strike, when it comes, the company is in the wrong, and millions of people cannot get to their homes, cannot travel, and thousands and millions of dollars of business is held in suspense, the wage earners cannot go to the factories, public opinion settles the matter, and if it is against the railroad, it will have to yield; if it is against the employes who are in it, they have to yield. Now, I have always made it a rule—and an old timer railroad man said to me: "You are a fool, and you will only make trouble by it,"—I have always made it a rule to see every employe of the Central road when he requested me to do so, whether he came as an individual or as a committee, and I have thought that it created such a friendship, good will and mutual understanding of the ability to reach the source of power, that a strike on the New York Central was absolutely impossible. I went to Europe on my annual holiday, and on one Sunday night, sitting in my room, in the solemnity and stillness of that Bavarian mountain air, filled with a wonderful appreciation of the lesson of "good will among men," taught by the sublime presentation of "Passion Day," which I had listened to all that beautiful day, and I was startled at midnight by the news that thousands of men on the New York Central had left their posts, and the road was tied up. I could not sleep a wink. I drove over the Bavarian mountains to reach some place where intelligence could be had and cables could be sent. I made up my mind that my plan was not a failure, and during that night I pretty nearly and almost wholly abandoned the task of ever, by any means, creating harmony between the laborer and capital. But when I reached, the day after, the beautiful city of Denny, and the long delayed cables began to pour in to me, the first one reinvigorated me. The first one told me that labor and capital could march arm in arm and harmoniously to the same end, and that cable was, "The engineers stand firm!"

The locomotive engineer has been one that constitutes success in the railway service. Those are the elements which constitute success in any service. The firemen often complain to me that the firemen

may be fifty years in service and never become an engineer, because they say they never die. [Laughter.] But a man may be a fireman for fifty years and not be fit to be a locomotive engineer, while another man may be a fireman for one year and be a locomotive engineer. Some men are too light-headed. They pull out of a switch without the dispatcher's order. In the presence of danger they lose their heads. Some men are too careless and take chances that no man ever ought to take, and they are constantly having collisions with their trains. We cannot intrust the lives of the people to such men, but the true locomotive engineer has, first, and beyond all things else, a level head. [Applause.] And with that level head he has what is equally requisite, quick judgment in the presence of danger. He sees before him, as he is thundering along at the rate of fifty miles an hour, the open switch, the open draw, the obstruction upon the track. No time for argument; no time for thinking. He must decide at once what he will do. Will he reverse and jump, or will he stick to his engine and do his best to save that train? It is to the honor of the Brotherhood of Locomotive Engineers that in ninety-nine cases out of a hundred he sticks to his engine! [Applause.] What does he do? Why, he offers a short prayer and bids a mental good-bye to the wife and little ones at home, and then either rescues his train or goes calmly to his death! In the riots of 1863 a mob had possession of the city of New York. Hundreds of women and children were in the depot at Thirtieth street unable to reach their homes. The question was, how could they be got out? One engineer stepped forward and he said: "I will take that train out." Men mad with drunken frenzy, with rage, stood beside that track threatening to kill any man who would dare to move a wheel, but the calm courage and clear eye of that engineer awed these mad men and he led that train out of the station. After forty years' service on the New York Central road that engineer during the last summer, Henry Milliken, went to join the silent majority, but his name will be cherished and stand forever on the records of the New York Central road and its employees, and on the tablets of your records as a Brotherhood, as one of those unheralded heroes who ornament and adorn our common humanity. [Immense applause.] Libraries have been written upon capital and labor. They are mostly trash. We have so quick development in this country and have so many kinds there is no general rule that applies. But in every case, if there is, on both sides, good sense and a friendly feeling, labor and capital have no occasion to quarrel. If capital, in the desire to get undue profit, grinds labor down so that it threatens the existence of the family, there will be a revolt that will destroy capital. If labor, on the other hand, pounds capital by its demands so that it receives no returns for its loss, then the employment will be gone. But there is a middle line that should be defined. I look forward to the time when, through such organizations as you are at the head of, Mr. Arthur, [Applause] the lines will be drawn, not all over the country with labor on one side and capital on the other, fighting each other, but when they will be drawn in this way, that in the New York Central road, in the Pennsylvania road, and kindred organizations, from the president down, the officials of the road and its employees will feel that its energies, its enthusiasm and loyalty is to make its organization to which it belongs the most perfect in its service, the most popular in the country and the greatest in competing lines; and that with this union of feeling, there shall be a prosperity along its lines which will affect every business, every wage-earner and every bread winner, a prosperity in which the employer, corporation, stockholder and every employee shall equally share. [Applause.] The one thing that I want you gentlemen to do is not permit politics to take away all our engineers. [Laughter.] I find they have got a craze for office on the New York Central. One came to my office and said he wanted to be an officeholder. He had been twenty-five years on the road and thought he had run an engine long enough and ought to be able to run one corner of the government, and wanted a letter to President Harrison. I said I had written President Harrison about one thousand letters, and I had never heard

from him. [Applause.] "Well," he said, "write me one." I wrote one to President Harrison and just stated the facts and then stated my desires, and some how or other, I don't know how, he got in to see the President—and he got the office. It shows that with a letter from the president of the New York Central road—its present president—[laughter] and the cheek of a locomotive engineer [laughter] you can get anything out of the President. [Laughter and applause.]

It is often said railroad officers run for the legislature. Well, what if they do? But when a contest arose in our state as to who should be on the railroad commission, there were a half dozen of the most powerful politicians in the state wanting the place and one railroad engineer, because it was \$7,500 salary and lasts for five years. The fear on the part of the engineer, on the part of many, on the part of most, was, that if the politician would get there, he would advocate labor agitation, and that it would be bad for the corporations. As soon as that problem presented itself to me I made up my mind at once that the safety of the railways against unjust demands was with the locomotive engineer and I would throw all my force in his behalf, and he got it, and he has justified the appointment.

Gentlemen, this is your twenty-seventh annual meeting; more than any other labor organizations in the United States. The eyes of the people of this country are upon you. They have faith in your past, because your record justifies it. They have faith in your future, because they know you.

We do not hesitate to say if "taffy" were sugar, the B. of L. E. got enough of it to sweeten its coffee for a century, or, if it were syrup, Jay Gould might sail his yacht in it.

It occurs to our mind that Depew, being direct from the Passion play, concluded to take the B. of L. E. "up into an exceeding high mountain" and show them all the labor organizations federated under the laws of the Supreme Council, and say to the engineers, "I will everlastingly smash these federated orders, if you will fall down and worship me." It looks as though the engineers did not say to Depew, "Get thee hence," and the cheering would indicate a purpose on the part of a majority of the B. of L. E. to make a sort of a Joss of Chauncey M. At any rate, the speech of Depew made it possible to introduce Mr. Andrew Carnegie, another labor reformer, who works 5,000 men, and manages, it is generally conceded, to pay them on an average \$1.00 a day less than they earn, affording an annual net steal of \$1,500,000, by virtue of which in the course of a few years he has amassed a fortune of \$50,000,000. Such speakers held the audience spell bound, until finally, Grand Chief Arthur was introduced. He was cheered according to programme, but not as was Mr. Depew, the brand new apostle of labor. Mr. Arthur spoke as follows:

MR. CHAIRMAN, LADIES AND GENTLEMEN:

These conventions which we have held each year since the inception of the Brotherhood are to the organization what a chart is to a sailing vessel. We steer by them. This twenty-seventh annual convention will decide our course during the year to come. The considerations, judgments and finally the decisions reached by the delegates during the next ten days will control the thought and action of the organization until a twelve months shall come and go, and again we find ourselves back at the starting point on the never ending circle of time.

The uses of these Conventions are very apparent. A review of the year just ended is made: its weak-

ness and follies, its mistakes and grosser errors are brought to light, and with what wit and wisdom we possess we set about to prevent a repetition of the same, and to legislate more wisely for the welfare of what is dear to the heart of every Brotherhood man—the honor, well-being and advancement of our cause.

We do not feel disposed, nor do we deem it necessary, to enter into the details of the rise and growth of the Brotherhood of Locomotive Engineers. We feel that to the public we are so well known and, we trust, so favorably known, that to go back to the handful of men who assembled twenty-seven years ago in Detroit and organized for mutual benefit would be a needless and tiresome repetition. That those men understood their needs and acted wisely is evidenced by the proficiency and standing of the locomotive engineers to-day, while the motto of the organization, "Sobriety, Truth, Justice and Morality," can be plainly read in the faces of the delegates about us. Our Conventions have ever been times of happy reunion, and have resulted in much good to the organization and the men composing it. We come from every quarter of the United States, Canada and old Mexico, four hundred and twenty men representing four hundred and fifty-two sub-divisions, comprising a membership of 27,000. Though there is a oneness of purpose there is a diversity of thought and opinion, and we hope during the course of our debates to find an equation by which the problem of our difficulties and differences may be solved, to strike a balance between capital and labor as far as we are concerned, between the radical and conservative, that right may obtain and justice be done. We come before the good citizens of Pittsburgh as representatives of a labor organization that, notwithstanding adverse criticisms, has been doing all possible good to the members composing it. We believed that in union there was strength, and that, since capital combined to further its interests labor, too, might find it advantageous. We believed that out of this combination of interests would come an awakening of thought; that interest would be aroused in our fellow-men, and as the rules laid down for the guidance of members were rigidly enforced, a higher mental, moral and even physical plane would be sought and reached by many. What more noble end could we have in view?

To this end we established Divisions, organized an Insurance Association, published a Journal, and instituted public, private and social meetings, hoping that all of these things might shed a ray of light over the rugged walks of life and help the weary traveler onward. A desire in the heart of each one of those men who founded our Society to better his condition was the means of helping hundreds of fellow-men whose interests were identical with his own.

But who can estimate influence? It is like the tiny ripple on the surface of water occasioned by the casting of a stone, a single circle, small at first, but widening and widening until it seems as though the little arc enclosed the entire water surface. So, one by one our circles of influence widened and extended. Railroad companies have received the benefits and the public at large have shared the profits; for at the throttle of engines, drawing behind them trains freighted heavily with human souls or loaded with the labor and ingenuity of man, we have placed men, fearless and trustworthy men, who would scorn to shrink a trust or shrink in the face of duty, though danger stood by its side.

As divided as the duty of running a train appears to be, it after all depends upon one man, and he is the man at the front. His position is one of fearful responsibility. The lives of hundreds and the happiness of many more are at his mercy.

We can recount deeds as truly heroic performed by the man at the throttle, begrimed as he is with dust and soot, the trade-marks of his calling as any recorded in history by brave general or gallant knight. Notwithstanding the perils attending the life of the locomotive engineer, we find many men who are willing to drive, and who really enjoy driving, the iron horse flying quickly across the country from city to town, from prairie to woodland or mountain height. There is a fascination about the work to be found in few other occupations; but it is

a wearing life, and well worthy of consideration is the man who follows it. His lot is cast upon the side of labor and he becomes a factor in the knotty problem of the day.

There are people in the world who overlook entirely the grand and universal law of compensation and the nice adjustment and fair proportions of the same. Throughout nature there is no loss without some gain; the death and destruction of one thing is the very life and existence of another.

Human labor through all its forms, from the sharpening of a stake to the construction of a city or an epic, is one immense illustration of the perfect compensation of the universe—the absolute balance of give and take, the doctrine that everything has its price for what earth gives us. The beggar is taxed for a corner to die in. The priest hath his fee who comes and shrives us. We bargain for the graves we lie in. There is no way around this, no way of evading or turning aside this law. It holds for all right action as well. No right and right shall be done unto you. That which is good, like fire, turns everything to its own nature so that you can not harm it.

We are told that the royal armies sent against Napoleon when he approached cast down their colors and from enemies became friends; so disasters of any kind prove our benefactors and our weakness proves our strength. We who have watched the development of our organization know this to be true. Upholding what we honestly believed to be right and true and just, we have stood firmly at our post; have proudly declined to do what we considered an act of meanness or disloyalty; have ever stood ready to meet opposing forces upon neutral grounds, to discuss the situation, and try by fair means and compromising measures to make the adjustment satisfactory to both sides.

It is by honorable action that we have achieved success as a labor organization, not by might, not by loud and boastful assertions of what, owing to our numbers, we might compel corporations to do. No, that has never been our policy. We ask but fair, just dues, nothing more. The laborer is worthy of his hire, is entitled to hours of rest, is deserving of consideration, has the same needs, feels the same longings and desires, is altogether human and as much a man as he who sits in his office and directs the work of others. If there be those who would array labor against capital I am not one of them nor with them. If there be those who regard the interests of labor and capital as naturally or properly antagonistic I do not agree with them. In these words one of the most profound thinkers and active workers of the age, Horace Greeley, has broadly laid down the leading principle which underlies the great problem of labor. The soundness of the principle is self-evident; it commends itself to the good sense of every reasonable man, still more to the natural judgment of those whom habit of thought or practical experience has familiarized with the rights, interests, duties and needs of the laboring class. The interests of labor and capital are identical, or, to be more accurate, reciprocal. Any argument respecting labor topics which does not distinctly recognize and concede the truth of this proposition must needs be fallacious, and as a matter of fact it is so recognized and conceded by all the eminent authorities on the subject under discussion from Adam Smith down.

All evils arising from the frequent conflicts of these two great levers for time immemorial have been caused for the most part by the wilful or ignorant rejection of elementary truths, which all experience has demonstrated, and concerning which there should be no dispute; that civilized society is founded on accumulated capital and systematic labor; that it cannot dispense with either, and that each is mutually dependent on the other. How false is the general understanding of this subject a moment's reflection will make manifest.

We are too apt to be imposed upon by mere names. There is no impassable dividing lines between capital and labor. There does not exist any moral or physical obstacle to prevent a man from being a capitalist, the requisite industry and skill being assured. So long as man lives by selling his labor instead of applying it to protection on his own ac-

count he belongs to the laboring class—to employ a term which has the most common usage—and to no other, for all are laborers save the young and helpless; but the moment he begins to lay by money for investment or save for the satisfaction of his wants that stretch beyond the present hour he becomes in sort a capitalist, different from other and larger capitalists in degree only. This is in accordance with a general law of improvement, and no amount of false terminology can alter the fact.

Those whose business or pleasure it is to investigate the needs and interests of labor and capital should bear this in mind if they would simplify their difficulties. Especially should capitalists do so in regard to their own immediate advantage; for the man who has a reasonable expectation of bettering his condition and in time of being himself an employer will exert himself to acquire skill in the employment of which he is to subsist. On the other hand, he who expects to waste half his life in severe toil with inadequate remuneration will generally do as little as he possibly can. Such being the case, those persons who have accumulated capital and invested it in mining, manufacturing or other business, will find it to their profit, aside from all moral considerations, to do as well by those in their employ as may be consistent with their own interests, meaning thereby steady work and good wages. In this way both classes may work to their mutual benefit, the one receiving fair remuneration for daily labor, the other fair interest on vested capital. It is with real pleasure that I look back upon the past of our organization, reviewing its work and contemplating its future usefulness. Retrospect is, however, not without a tinge of sadness. As we recall the many who have been singled out by death and transported into the unknown, we marvel at the mysterious workings of Providence and are led to think that He still has work for us to do, else we had not been spared. We were created for a purpose, born to labor; and just here I would like to bring plainly before you a very nice calculation I saw recently as to the total harvest of this life is likely to yield.

Three score and ten produces a total sum of twenty-five thousand five hundred and fifty (25,550) days, to say nothing of some 17 or 18 more that will be payable to you as a bonus on account of leap years. Now, out of this total, one-third must be deducted at a blow for a single item—sleep. Next, on account of illness, of recreation, and of the serious occupations spread over the surface of a life, it will be little enough to deduct another third. Recollect, also, that twenty years will have gone from the earlier end of your life before you can have attained any skill or system, or definite purpose in the distribution of your time. Lastly, for attendance on the animal necessities, eating, drinking, washing, bathing and exercise, deduct the smallest allowance consistent with propriety; and upon summing up all these appropriations, a solid block of about eleven and a half continuous years is all that a long life will furnish for the development of what is most august in man's nature. After that, the night comes when no man can work—brains and arms alike refuse to serve.

It is important then, that each moment be turned to good account. Some one has said: "The stuff of which life is made is Time." Regard it reverently, not flippantly, for the moving finger writes, and having writ moves on; nor all your pety nor wit can have it back to cancel half a line, nor all your tears wipe out a word of it. Let us, then, be diligent. Conscience in our work, whatever it may be, is essential to right thinking and right doing. Keep it alive and active, and fraud cannot creep in nor dishonesty exist.

I think we may congratulate ourselves, not upon our freedom from annoying circumstances in connection with our duties, but upon the altogether commendable way in which these adverse circumstances have been made to result to our credit, if not altogether in our favor. The troubles with which we have had to deal are those that come in the way of every organized effort battling with life, its difficulties, disasters and disappointments. The stand we have already taken has been defensive rather than aggressive. Only a wise and conservative policy could have made our organization what

it is; and it affords me much pleasure at this time to grasp the hand of each delegate and bid him work on for the weal of a cause so worthy. I am not ashamed of the past. So far as I can see or know I have kept the Brotherhood close to my heart, next to my personal honor and dignity, and have given to it the best years of my life. I have endeavored to place it rightfully before the world, and to advance the interest of each member so far as possible. May the organization go on with its good work until the days of which Bellamy writes shall come when we shall be brothers indeed and protection no longer be necessary. This is a time of great moment to us. I hope we all appreciate it, and armed with truth will think and act independently, keeping in mind that each is an important factor in that unit and his opinion is likely to be right and wise and just as that of another. We wish to congratulate our sister workers, those who founded and are conducting a work auxiliary to ours, upon the success and general well-being of their organization. We feel that when we have the sympathy and support of our sisters we must be laboring in the right direction. We all know how unerring are woman's intentions, and that she has taken up our cause is sure indication of its worth. We wish them God-speed in their work, which is sure to bring its own reward.

We wish to give added prominence at this present time, and during the year upon which we are entering, to our Insurance Association, which is one of the benefits offered to those who become Brotherhood men. Of the necessity of insurance I cannot say too much. It is the duty of every man who has a family looking to him for support, not alone to provide for to day or for each day as it comes along, but to look into the future, and to anticipate the needs which will surely be as pressing then as now. In an hour ye think not, the Bible tells us, death will come. You may leave your family in the morning in the best of health, and at night be carried home to them crippled and maimed for life, or with the spark forever extinguished. Then, if there is no money in the bank, your life uninsured, a scanty wardrobe, a depleted larder, and hungry mouths to fill, and cries of want to stop, think for one moment of the position and anguish of the wife and mother.

I heard, not long since, of a case where a life had been insured and then the policy forfeited for non-payment of assessments. The party always intended taking it up again, but kept putting it off until one day he was forced to face the truth—it was too late. His last hours were filled with unspeakable remorse and regret. It costs some self-denial; where there is a large family it is not easy to save out of the wages earned by many; but bear in mind, it is not what you earn but what you save that helps, for one's needs are very apt to increase with each additional income; therefore, it is necessary to keep expenses down. Do it while you are young and your requirements are small; then when they are men and women grown, the interest on your savings will supply the increased demands and the principal stand you in good stead when old age comes on and you have reached and earned a resting time. The knowledge that your family is provided against want, or, what is worse, charity, is the interest on money invested in life insurance. I urge you all who hear me to-day to see that your name be found on our insurance roll. Let your time, money and ability go into the Society of which you are a member, all to come back to you as surely as ever it goes in. During the past fiscal year we have paid to the widows and orphans and disabled members three hundred and twenty-two thousand five hundred dollars (\$322,500), making a grand total of three million one hundred and twenty-two thousand six hundred and sixty-nine dollars and sixty-one cents (\$3,122,669.61). There are range and scopes for the best thought and work of every member of our Order.

Our Journal, published every month, is not only our organ of speech, but contains a literary department in which there is always a good story, besides numerous interesting clippings, a scientific department, and a department which, under the head of "Road," contains all matters of interest pertaining to railroads and railroadng. Then we have space devoted to correspondence, to the technique of an

engine, and the engineer; then comes the part, best of all to a Brotherhood man, called "The Journal." It contains items of importance and of much interest. There is always ample space each month for "shandy," and we wish we had more just like him. We are grateful to him and to others who have contributed so largely towards the success of our *Journal*, and solicit a continuance of the same for the years to come.

We live in an age of activity and bustle. The progress of art and science, literature with her fields of inquiry and fascination, the discovery and application of steam, and the inventions in the mechanical world, have given such a force and impetus to all branches of industry and commercial enterprises that we now seem to be taking our cue more from the ceaseless activity of the bee or the ant than from members of the human family. Turn where we will, this striving, this pressing, this ceaseless activity meet us at every stage and condition of human life. The laborer in the fields, the artisan in his work shop, the miner as he seeks for hidden treasures in the bowels of the earth, the merchant in his counting house, the student at his studies, the philosopher solving new problems and clearing up difficulties, and the statesman guiding the destinies of his country—all are straining their energies and muscles to the utmost, some for honor and renown, some for fame, some to be distinguished in art, literature or science, some for wealth, but most of all for a crust of bread.

All the knowledge and enterprise and experience of the past have been handed down to the present age, so that as one generation comes and goes and divides itself into ranks and classes each individual drifts into his or her own peculiar sphere of action. It may be that this sphere is one of humble station, but how many have risen from the ranks, from the loom, from the bench, from the plough, aye, even from the factory, to occupy positions of the highest eminence and importance. Still, each has his part to take in the great drama of life, and what matters it if that part be low or insignificant, if only it has been well and faithfully performed (aye, there's the rub), and if, when the curtain falls, we are found to have through life looked forward to hear those blessed words, "Well done, good and faithful servant; thou hast finished thy course; thou hast kept the faith." As our order is founded upon harmony and conforms its actions to the rules of equity and good order, so our passions ought to be properly restrained and be ever subservient to the dictates of right reason. As the delicate pleasures of friendship harmonize our minds and exclude rancor, malice and ill-nature, so we ought to live like brethren, bound by the same tie, always cultivating fraternal affection and reconciling ourselves to the practice of those duties which are the basis on which the structure we erect must be supported. By improving our minds in the principles of morality and virtue we enlarge our understanding and more effectually answer the great end of our existence. Such as violate our laws and infringe on good order we mark with a peculiar odium, and if our mild endeavors to reform their lives should not answer the good purposes intended, we expel them from our Divisions as unfit members of society. This is the practice which should universally prevail among Brotherhood men, our outward conduct being directed by our inward principles.

We should be equally careful to avoid censure and reproach. Useful knowledge ought to be the great object of our desire, for the ways of wisdom are beautiful and lead to pleasure.

I have prepared a special message containing such recommendations as in my judgment will tend to promote the best interests of our Order. This will be submitted during the sessions for your consideration and approval.

And now I feel I cannot ask you to listen longer. We are grateful for the cordial welcome which the people of Pittsburgh have extended us, for their presence here to-day, and for their kind attention during these exercises. We also desire to give expression of thanks to the various railroads and express companies for courtesies extended us. To my associates in office I would say that I heartily appreciate their kind and courteous treatment during the past year. I thank them for their sympathy and their willingness

to aid me in every possible way. And to this sturdy and progressive association, which has ever upheld and supported me, I extend the right hand of fellowship, and bid you hold fast with all the zeal at your command to the good principles which have placed you upon your present footing. We cannot all be men of genius, of talent, of high position, and of great usefulness, but what we can do, even the humblest in our midst, is by diligently using our own minds and opportunities, and diligently seeking to extend our influence and opportunities to others, to elevate and enlighten humanity as we find it about us each day. When our names are blotted out and the accustomed place knows us no more, the energy of each act for good or evil will remain. This thought may well lighten the load as we toil up the hill, burdened until we can bear no more. It will nerve our arm with boldness, strengthen our voice and deepen its accents against falsehood; and perhaps as we enter the valley of the Shadow of Death, it will cast a ray of light upon the pathway, when your eyes have become dim and our tottering footsteps have left the light and noise and whirl of the busy world far behind.

Such were the main features of the opening exercises of the twenty-seventh annual convention of the Brotherhood of Locomotive Engineers. The record is worth preserving and so far as it goes will be read with some interest by the members of the B. of L. E., all the more significant, because federation was defeated.

THE AMERICAN FEDERATIONIST.

The *American Federationist*, a "monthly journal for Federated Railway Employes," has made its appearance at Mattoon, Ill., under the editorial and business management of Brothers William H. Johnson, member of Welcome Home Lodge, No. 317, and Charles W. Martin, of Beacon Lodge, No. 111. Brother Martin is an experienced journalist and will bring to his chosen task an equipment of ability and familiarity with the work fruitful of success. Brother Johnson is endowed with those special qualities of adaptation to business, which bespeak for the new enterprise a prosperous career, which the *Magazine* hopes will be secured. The times demand agitation and argument to bring railroad employes into harmony of thought and action, and we hope the *Federationist* will have a large list of subscribers to encourage the brave boys who have entered the field of labor literature.

PRESIDENT FISH, of the Illinois Central, is delighted, because so many of the employes of the road are purchasing stock. Already the employes have invested thousands of dollars in the stock, and when all have an interest in the road, the result will be as one, to say fifty, and when their wages go down, the boys will be able to eat crow, and swear it is as good as chicken.

The people of the United States annually require 3,000,000,000,000 envelopes, or about 50,000 per capita, so says a statistician—or more properly a munchausen.

THE TROUBLE ON THE HOUSTON AND TEXAS CENTRAL R. R.

For some time past, according to advices entitled to credence, there has been more or less unpleasantness existing in certain localities on the Houston and Texas Central R. R., owing to the fact, that switchmen were required to work with negroes. As the matter assumed so much importance as to require the convening of the Supreme Council of the Federated Orders of Railway Employés, we deem it prudent to reproduce from the *Houston Daily Post* of Thursday, Oct. 9, the history of the matter, and this we regard all the more important since the action of the Supreme Council did not sustain the grievance upon which action had been taken by the men.

It appears, that a representative of the *Post* interviewed the officers of the railroad on the 8th of October, who gave their version of the situation as follows:

In November 1887 there was trouble in the yard of the Southern Pacific Railroad at Houston and, on account of it, the switchmen walked out. To aid their brethren, the switchmen in the Houston yard of the Houston and Texas Central Railway began a sympathetic movement and also walked out. They had no issue with the Central and no grievance of their own, but sought by a freight blockade in Houston to coerce the Southern Pacific into compliance with the demands of its switchmen. The Houston and Texas Central Railway company prior to emancipation, owned negro slaves. Its employés had also owned slaves. These negroes had worked in various capacities, as firemen, brakemen, etc. After emancipation they were put on the pay roll of the company. From the day of its creation as a corporation, therefore the Houston and Texas Central Railway company has employed negroes. It was no innovation in this respect. Negro labor was and is the ordinary labor of the country. With the influx of railway men from other States, and the intensification of the competition for employment, these negroes have been gradually crowded out of the service of the company; yet there is still on the rolls the name of a negro who was a slave of the corporation, and who as bond man and free served it faithfully and continuously for over thirty years. Another such died only two months ago. Many malarial sections of the line are tended entirely by negroes. In the yards of the Waco and Corsicana there have always been negroes, but at Houston in 1887 the switchmen were whites, though previously negroes had also switched in the Houston yard. Being thus abandoned in an emergency by men who admitted they had no cause of complaint, and having places in the yard which white men were bulldozed by the brotherhood from accepting, in its extremity the company turned to the labor upon which it had previously depended and by which it had not been harassed. But the negroes, having been formerly rooted out by the whites, would not accept the service of the company except upon a guaranty that they were not to be used solely to tide over a trouble, but would remain as long as they did satisfactorily the services required. It was found expedient by the company to retain white men in control of the yard as masters, and every colored crew was under a white foreman, and negroes were switching in the yard when these foremen were employed. Thus constituted, for three years the yard force satisfactorily handled the business of the company. As has been the case in the South for nearly 300 years, white men directed and black men performed the work to be done. The negroes were accustomed to the white direction; nor had ever white foremen considered themselves degraded by superintending negroes at work; some of the present officials of the road have bossed gangs of negroes. The late Superintendent

Charles Burton, when he was an engineer, owned his fireman. The fall of 1890 came fair and warm and cotton opened thirty days sooner than usual. The roads centering in Houston would have their terminal facilities taxed to the utmost to do the magnificent business that seemed about to come this way to the sea. The yards must not be blockaded; everybody must work with a will. To secure these ends wages were raised to the scale paid in Chicago.

It will be observed that the officers of the road claim that the employment of negroes at Houston, in the yards of the road, were employed on the occasion of an emergency, and notwithstanding the admission, that crews of negroes must have white men to oversee them, (as in old plantation times, a tacit admission of their inferiority—they are placed on an equality with white men in the matter of wages, and in all other matters so far as the railroad is concerned.)

In this connection the *Post* publishes the following:

AN APPEAL.

To the Officers of the Houston and Texas Central Railway, Charles Dillingham, Receiver; G. A. Quinlan, General Superintendent; J. M. Lee, Engineer and Superintendent—Gentlemen: We, the undersigned foremen employed in the Houston and Texas Central yard at Houston, respectfully submit the following, and request your immediate consideration: Much discord and dissatisfaction has arisen amongst us, owing to the employment of negro switchmen in the Houston yard. We feel that this is an injustice to us, both morally and socially. We have ever striven to perform our duty faithfully, and to the best interest of the company. We feel that our record indicates that we have acquitted ourselves with much credit, considering the very inferior support we have had. The negroes, believing they will be sustained in their actions, have become insolent and insulting to such a degree that it is intolerable, and we are placed in such a position that we cannot resent it. (Observation, deep and honest conviction, have taught us that we degenerate in the eyes of all, when we acknowledge them our equals, which we are compelled to do, as the position they occupy is on a par, and must necessarily be recognized as equal to ours, and compels us to directly associate with them to an unbearable extent. We consider it a consideration due us, as faithful employés of the company, that this negro labor be removed, thereby removing from amongst us our only cause for dissatisfaction. We wish you to be fully convinced that we do not propose to create any disturbance. If you cannot remove this objection, and have employment to offer us in any other department, we will gladly accept it; if not, please accept our resignations. We cannot, and will not be objects of derision any longer.

Very respectfully,

R. M. HOOVER.
G. N. INGRAM.
M. J. ALBERTSON.
R. M. CLARKSON.
H. W. STEWART.
J. G. THORNHURST.
E. W. KEEVER.

In response to this "appeal," according to the *Post*, Mr. Quinlan sent for Mr. Crooks, the yardmaster, and "told him the condition upon which the negroes were employed, and directed him to discharge any negro who was guilty of insolence or insubordination, but required him to fill the vacancy with a negro, in accordance with the promise of the company in 1887. Thereupon the white foremen walked out, and left the engines standing idle in the yard."

It will be observed that the yardmaster was instructed to discharge negroes for "insolence and insubordination;" but, strange to say, he was positively directed to hire other negroes in their places, thus giving a sharply defined preference to negroes over white men.

It is not strange, therefore, that the following document was promptly prepared and submitted to the officers of the road:

To the Officers of the Houston and Texas Central Railway.—Addressed: Charles Dillingham, Receiver; G. A. Quinlan, Engineer and General Superintendent; J. M. Lee, Engineer and Superintendent—Gentlemen: We, the undersigned committee, delegated by the Brotherhood of Trainmen, Brotherhood of Railway Conductors, Switchmen's Mutual Aid Association, and Brotherhood of Locomotive Firemen, composing the United Order of Railway Employees, beg leave to submit the following for your adjustment:

Article 1. The mere fact of negroes being employed in train, yard and locomotive departments of this company is causing many of our most worthy members to leave the service, because our positions are very closely allied and we are compelled to associate with them to a very considerable extent. We term it an injustice to subject us to an association which is directly antagonistic to our organization and taste. Therefore, we earnestly request that all negroes employed in train, yard and locomotive departments of the Houston and Texas Central Railway system be removed and white men be employed in their stead.

Article 2. The night yardmaster and yard foremen who sacrificed their positions upon the pinnacle of principle, we know to be sober, industrious and trustworthy, have ever worked diligently for the interest of the company, and would have gladly retained their positions had not their proud natures rebelled against the association that was forced upon them. We ask their reinstatement to their former positions.

Article 3. No employees shall be censured or discharged for the actions they have taken in the matter. Very respectfully,

GEORGE NEVINS, R. E. INGRAM, J. C. WILLIAMS, G. W. WILLIAMS, D. E. BRISCOE, G. D. K. REDMON, C. C. BRISCOE,	}	Committee.
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To the foregoing document Mr. Quinlan replied that "The foremen, in whose behalf these demands were made, had accepted employment knowing that the crews they must control were negroes, and that the negroes would not be discharged." As a result of the action on the part of the road, Mr. S. E. Wilkinson, Grand Master of the Brotherhood of Railway Trainmen, was summoned to Houston and the following correspondence, according to the *Post*, occurred:

Charles Dillingham, Esq., Receiver Houston and Texas Central Railway Company, City:

HOUSTON, TEXAS, October 3.—Dear Sir:—Please say to bearer when you could grant an audience to a committee of your employees, acting in conjunction with me, for the purpose of discussing grievances already presented to you, and which, owing to a failure to amicably adjust, have been placed in my hands. If it be your pleasure, I would prefer to meet you in the afternoon of this day.

S. E. WILKINSON,
Grand Master Brotherhood of Railroad Trainmen.

S. E. Wilkinson, Esq., Grand Master Brotherhood of Railroad Trainmen, Houston:

HOUSTON, TEXAS, October 3.—Dear Sir:—Yours of this date has been received. Mr. G. A. Quinlan, chief engineer and general superintendent, in charge of the transportation department, will meet the committee of employees this afternoon at 3 o'clock at his office in the depot building. Yours truly,

CHARLES DILLINGHAM, Receiver

Chas. Dillingham, Esq., Receiver Houston and Texas Central Railway Company, City:

HOUSTON, October 3.—Dear Sir:—Your answer to my note of to-day requesting an interview in conjunction with a committee of your employees has just been read. Do I understand the purport of your reply to mean that your Mr. G. A. Quinlan, chief engineer and general superintendent, will not entertain me in the matter alluded to in my former note? Yours very respectfully,

S. E. WILKINSON,
Grand Master Brotherhood of Railroad Trainmen.

HOUSTON, October 3.—Dear Sir:—Replying to your inquiry, I beg to say that I do not suppose Mr. Superintendent Quinlan will have any objection to entertaining you at the proposed meeting with a committee of our employees, provided you desire to be present. Yours truly,

C. DILLINGHAM, Receiver.

Chas. Dillingham, Esq., Receiver Houston and Texas Central Railway, City:

HOUSTON, TEXAS, October 3.—Dear Sir:—With a committee of your employees I called on Mr. G. A. Quinlan, chief engineer and general superintendent, and appealed to him to take some action tending toward a settlement of the grievances of your employees of which you are cognizant. I presented propositions and arguments to the gentleman for the purpose of effecting an honorable settlement to the limit of my official jurisdiction, but without results. It only now remains for me to ask you as the executive officer of the Houston and Texas Central Railway Company, if the decision of Mr. Quinlan, before mentioned, meets your approval and is to be considered final. If so, it becomes my duty to refer the matter to the Supreme Council of United Order of Railway Employees. This, sir, is a matter of serious importance, and I am of the opinion that if you will take this matter up personally and treat with us in the same spirit in which we approach you, a satisfactory settlement can be reached. I will thank you for a prompt reply. Yours respectfully,

S. E. WILKINSON,
Grand Master Brotherhood of Railroad Trainmen.

S. E. Wilkinson, Esq., Grand Central Hotel, Houston:

HOUSTON, TEXAS, October 3.—Dear Sir:—I have yours of the 3d instant, signed as "Grand Master B. of R. T. T." In reply I beg to say that any employee of the Houston and Texas Central Railway Company having a grievance of any character will always be heard, and I will see that justice is done, as between him and the company; but whatever action may be had must be on the application of the party aggrieved. You ask if the decision of Mr. Superintendent Quinlan in the matter you and others had before him, is approved by me and is to be considered final. My understanding is that Mr. Quinlan was requested "that all negroes employed in train, yard and locomotive departments of the Houston and Texas Central Railway Company be removed and white men be employed in their stead." The colored men alluded to were not employed from choice, as between them and white men, but were employed about three years ago to take the places of white men who abandoned the service which they accepted, and at a time when white men would not accept the same service. They were in the company's employ at the time the white men, who now complain of their employment, were taken on by this company, which fact was known to them at the time they accepted employment. The colored men have rendered faithful and efficient service and I feel it would be unjust to them, as it would to any other person, to turn them out simply to put others in their places. Entertaining this view, Mr. Superintendent Quin-

lan's decision in the matter is approved and may be considered final. I admit that this "is a matter of serious importance." It involves the rights of labor, upon which I am asked to inflict a blow without even a reasonable excuse, and I cannot believe that such a demand will either be sanctioned by the employes of the Houston and Texas Central Railway company, or by railway men throughout the United States. Yours truly, C. DILLINGHAM, Receiver.

Following this correspondence, the Supreme Council was convened at Houston, Texas, Thursday, October 9th, upon the call of Grand Master Wilkinson, of the B. of R. T.

At the session of the Supreme Council, the B. of R. T. was represented by S. E. Wilkinson, P. H. Morrissey and N. A. Bogert.

The S. M. A. A. was represented by Frank Sweeney, John Downey and M. W. Barrett.

The B. of R. C. was represented by J. W. Martin, Asst. Grand Chief Conductor.

The B. of L. F. was represented by F. P. Sargent and J. J. Hannahan.

The grievances, as presented in the foregoing account, were taken up, dismissed and not sustained.

A committee was appointed consisting of S. E. Wilkinson, Frank Sweeney, J. W. Martin, and Frank P. Sargent, to wait upon the Receiver of the Company. This was done, and it was agreed on the part of Mr. Dillingham, the Receiver, that the men who had resigned should be given places in other departments of the service with their rights, according to seniority. The Committee also informed Mr. Dillingham, the Receiver, that the color line could not be sustained as presented in the grievances of the employes, and this done the Supreme Council adjourned.

At this juncture, we do not desire to discuss the character of the grievances of the men, who were instrumental in convening the Supreme Council. The Council was on the ground; all the facts were at the command of the members of that body. That the decision, all things considered, will be regarded as judicious, we do not doubt.

WE acknowledge our obligations to Bro. D. J. Brown, who delivered the splendid address at San Francisco, for having interested himself in the fortunes of the *Magazine*, and as a result, securing for it FOURTEEN subscribers.

The incident is specially gratifying far beyond its financial significance. It is indicative of appreciation of the *Magazine* by a brainy Engineer, a member of the B. of L. E., to an extent that he desired others should know the value of the publication. We esteem such favors as specially valuable. Thanks, Bro. Brown.

THE Pennsylvania's new railroad shed in Jersey City, will have the largest span in the world, being 256 feet long.

THE WORKINGMEN HAVE A GRIEVANCE.

The following article, with the above caption, is from the pen of our esteemed friend, James H. Cater, editor of *United Labor*, Denver, Col.:

So says the brilliant after-dinner orator. We wonder, in view of the great strike that has for the past two or three weeks been the great news item for the daily and weekly press, whether the well known railway president is consistent, or if he was at the time those words fell from his lips or dropped from that brilliant pen, only dealing in those glittering generalities that the able speaker and writer uses with all the power of a perfect master and the subtle skill of a trained tactician. Looking across the broad Atlantic at the condition of affairs, seeing the untenable position that his arbitrary subordinate assumes, untenable, unmanly, unjust, unpatriotic and un-American, can the distinguished and versatile gentleman feel quite comfortable and at ease as a publicist and philanthropist, when his own words confront him and must inevitably lead him to the conclusion that, as a reformer, he must satisfy the public of his sincerity by calling the vice president down from a position that furnishes abundant proof of the assertion that on the very system of which Mr. Depew is the head the workingmen have a grievance, and a big one too? We feel it our personal duty to call the attention of our readers to the fact that some of these eminent gentlemen who take such noble positions on the labor question, either on the platform or through magazine or newspaper medium, are very often, alas, only theorizing, and when put to the practical test, are found wanting in consistency and truth. When a man puts himself on record as a reformer or friend of the masses, let his actions confirm his words, then the people can believe him and know whom to trust. We are forced to the conclusion that if Mr. Depew was sincere when he made this statement about the workingman having a grievance, he would not be luxuriating in European cities where many of his former employes are in a condition that has aroused the righteous anger of all fair-minded men and cast a shadow of doubt on the heretofore fine reputation that Mr. Depew enjoyed. If he meant all he said he would have come home on the first ocean racer and at least made an attempt to adjust matters and settle the grievance in that way that is characteristic of great and generous minds. Alas, we are afraid the gentlemen is not overburdened with consistency and the jewel does not become him. The connection between Mr. Depew and that would-be aristocrat, the misleader of the Locomotive Engineers, is now fully understood, and the development of a policy marked by the most cowardly treachery on the one side and corrupt subservience on the other, is a spectacle well calculated to arouse the public hatred against those gigantic monopolies who carry things with a high hand, and do not in their organizations through the influence of their associates. The workingmen have a grievance against Mr. Depew that will long be remembered unless he places himself right before the people. His tool, the sycophantic, groveling hypocrite, who professes to be a friend of all honest workingmen, will be regarded by intelligent and honorable men as a huge fraud and the greatest stumbling block to the labor cause ever had.

God knows it will be a bright day when the scale fall from the eyes of those poor, benighted down-easters who look upon the man from Cleveland as a superhuman being. There is much of the fox and more of the wolf in the make-up of Mr. Arthur, but his head and brush will be lopped off some of these fine days. Meanwhile let us turn on the light so that those who are in darkness may see things as they are.

Those who read the article, and none should overlook it, who receive the *Magazine*, will feel profoundly impressed with the idea, that when such men as Chauncey M. Depew can shape the policy of a Labor organization, the time for Gabriel

to blow his horn to summon that organization to decorate its mouth with a padlock, furl its banners, and bend its neck to receive the corporation yoke, is close at hand—*sic transit gloria Pinkerton.*

THE WESTERN RAILWAY'S EDITORIAL TIME PASS.

Having received from Cy. Warman, Esq., a "pass" as set forth in the head lines, we are not a little perplexed in mind and spirit—two in one, one in two, either or both, as you may prefer—what fashion to adopt to convey to the said Warman some idea of the height and depth of our gratitude.

It occurs to our mind that the right thing to do, would be to write a star spangled banner, pyrotechnic, aurora borealis sketch of Cy; to elevate him to a Pike's Peak altitude, where electric light requires no dynamo; where he could listen to the music of the thunder, and the roar of the tempest, and write poems which would make the mountains "skip like rams," and the "little hills like lambs"—and "rejoice" on every side of him. We would make him more picturesque than Castle Rock, and require him to stand sentinel at the entrance to the "Garden of the Gods," or the Royal Gorge, in fact, if we could, we would make him, from a sense of overwhelming gratitude, the *chef-d'œuvre* of all of nature's pictures on the "Scenic Route," through wonderland.

The "Time Pass" is itself a work of exquisite art. The colored engraving, at once takes possession of the soul, sublimates thought and aspiration, and lifts the beholder, by power divine, from the contemplation of nature, up to nature's God.

With the pass before our eyes, as we write, we experience ineffable pleasure. The display of art is in itself a poem. There is poetry in art, just as there are sermons in stones. Were we Cy. Warman we could write a poem on that picture, that would make Shandy Maguire wish our Pegasus were dead.

We'd write of rock
Of earthquake shock,
And wondrous things that far surpass
Old nature's freaks
Of mountain peaks,
All—but Cy Warman's Railway pass.

After saying this much, our readers may want to know what our "Editorial Time Pass" looks like.

It is not easy to describe it. There are only two sides to it. If any one should suggest, "that is too thin," we reply it is as thick as "card board." But to quiet anxiety we shall do our best to afford our readers some small per cent. of our own pleasurable emotions upon receiving the pass, by doing our best to reproduce it as follows:

EDITORIAL TIME PASS.

GORGEOUS SCENERY.

The Royal Gorge.

THE WESTERN RAILWAY.

J. O'Connor, Pres't.
P. J. Flynn, V. Pres't.

A. McFarland, Treas.
Cy Warman, Gen. Mgr.

Pass	Mr. Eugene V. Debs
Between	Terre Haute
And	Denver
On Account	Firemen's Magazine
Until	Dec. 31st, 1890.

CY WARMAN.

That is one side, the front side, really, the beautiful side—the attractive side, and accounts for the rushing tide of our thankfulness. On the other side of the pass, conditions are printed as follows:

CONDITIONS.

The acceptance of this Pass shall be regarded by the management as a mark of intelligence on the part of the acceptor. The person to whom it is issued will be expected to risk Two Dollars at this end of the annum—all other risks of wreck or derailment will be run by the issuer. When in the presence of the General Manager the issuer will assume an air of respect equal to that which flows from the fulness of a patient public to a Colorado politician or a passenger brakeman. When in the office they will use cuspidors to spit in, and will not be allowed to heat the Manager in a boisterous and unreasonable manner. Neither will they be permitted to tinker with the typewriter or punish the poet for any little funny business he may see fit to indulge in. When persons who have not paid for that privilege are found loafing along our lines of logic, prancing over our pastures of pathos, and seeking the sunlit summits of our mountains of mirth, the Conductor will take up this pass. Unless you monkey with the month marks on the margin this pass will expire some day, when you can have it renewed by flying a couple of eagles at the other end of the annum.

THIS PASS IS NOT TRANSFERABLE.

In accepting such a pass, it will be observed that the acceptor, secures *prima facie* evidence of "intelligence," which is worth something outside of Colorado, and if the acceptor risks "Two dollars," he should be regarded as a plucky fellow, in addition. Having been permitted to look upon several general managers at a safe distance, it will not be difficult to assume the "air of respect" indicated, and to mark well the location and distance of the cuspidor. Still, the General Manager will do well to be thoroughly posted in his catechism of good manners, and keep his "typewriter" where upper and lower case, interrogation and exclamation points, p's, and q's, may not get mixed up so as to require repairs.

The only objection we choose to make to the "conditions" relates to "loafing along the lines of logic and prancing over the pastures of pathos, and seeking the sunlit summits of mountains of mirth," which the *Western Railway* king claims to own and control. We are disposed, metaphorically, to kick at this. True, "two dollars" might purchase such delectable felicities as may be found in "pastures of pathos," and on the "sunlit summits of mountains of mirth." We do not doubt that in the "pastures of pathos" we could find where the woodbine twineth, and among the "mountains of

mirth" where the whangdoodle mourneth." In the "pastures of pathos" we surmise the mellifluous and pathetic notes of wolf and coyote might be heard when singing lullabys to their cubs, or when out giving troubadour serenades for the purpose of obtaining mutton or veal for their families. Far up the sides of the "sunlit mountains of mirth" our fancy pictures rich mines of jollity, and lakes of wassail, and raging torrents of hilarity. Once in the "pastures of pathos" we would be tempted to challenge every passing wind for a sighing tournament.

We like pathos. The language of pathos is as tender as a spring chicken, and as pathetic as the song of a dying swan. Firemen, conductors, switchmen and brakemen like pathos, and the men of throttledom are fond of it, and their Grand Chief gives them car loads of it in his addresses on federation. Chauncey M. Depew comes loaded down with it from the Passion play, and dashes it along the track like a street sprinkler. H. Walter Webb "loafs along the lines of logic," while Vanderbilt, Jay Gould, Russell Sage and Huntington climb to the "sunlit summits of mirth," where they laugh and grow fat.

Now all these delights and joys, these ravishments of ecstasy are ours, provided we accept the "pass."

By all the gods of the Greeks, we accept the "pass," and we will keep our gratitude fresh and flourishing to the last, and when landing in our checks will sigh, Warman!

PLAN OF FEDERATION.

In the month of September, 1888, in the city of Atlanta, the Brotherhood of Locomotive Firemen took the initiative in the great work of bringing the various Orders of railway employes, engaged in the train service of railroads, into a federated compact for mutual protection.

In the month of June, 1889, in the city of Chicago, the alliance was perfected, and since that time has been in full operation.

The plan of federation as devised at Chicago by the three great Brotherhoods—Firemen, Trainmen and Switchmen—acting under the laws of a Supreme Council, has had numerous opportunities to test its efficiency. So well did it work that at the expiration of the first year of its existence, the young and stalwart Brotherhood of Railway Conductors sought and obtained admission, and now four Orders of railway employes, having an aggregate membership of more than 50,000, are in line under the federated flag.

During the year 1890, these four Brotherhoods, viz: The B. of L. F., the B. of R. T., the S. M. A. A. and the B. of R. C., have held conventions. In every convention the plan of federation as devised by

the Supreme Council at Chicago in 1889 was *unanimously* indorsed—not a dissenting vote was cast.

Since June, 1889, when the Supreme Council was organized, and federation as it exists, adopted, a hue and cry went forth that the "plan" was unauthorized. The assertion was made, and every conceivable charge that stupidity, ignorance, envy jealousy or bigotry could wring in, was resorted to, to create dissatisfaction and defeat the plan of federation under the Supreme Council. This ungenerous and ungrateful work went steadily forward, playing, in so far as it played at all, directly into the hands of the enemies of organized labor—into the hands of the corporation, and in direct and flagrant antagonism to the federated Order.

Now, what of all this opposition? As we have said, every federated Order has, within the past three months, unanimously indorsed federation as it exists, and their laws relating to grievances, have in every instance been harmonized with the laws of the Supreme Council.

Could the defeat of the opponents of national federation be more overwhelming and crushing? We fail to conceive in what way a more disastrous defeat could have been accomplished.

But this is not all. Under the luminous and vitalizing light of the arguments in favor of protection, which finds its culminating power in federation, the O. R. C., no longer able to withstand the convincing power of reason, split at Rochester, and one faction reasserted its willingness to scab—to lick corporation dirt and crawl on its belly that it might be in a better condition to be kicked—while the other faction which, having knocked out the "strike clause," continues to assert that it has no power to strike, and that its principles have not been changed.

Again: The B. of L. E. finds within its jurisdiction a mighty host of chivalric men who demand federation, because they know it is right, who are men of conviction, and who have the courage of conviction; who do not quail nor get down into their boots in the presence of Chauncey M. Depew, Andrew Carnegie, Cornelius Vanderbilt or H. Walter Webb; men who are neither fossils nor fools, but trained trainmen, whose promotion made them neither dizzy nor crazy; men who love their fellow-man, like D. J. Brown, the engineer, of California, whose splendid words, clarion-toned, have the lifting power of genuine fellowship: such men are pledged to bring the B. of L. E. under the federated flag in due time.

Viewing the situation from our standpoint, we have no grievances to present. The outlook is full of hope, and the banner of federation never floated more proudly in the breeze than now.

CHINA WEDDING.

Of Mr. and Mrs. Frank B. Alley, October 27, 1890.

The readers of the *Magazine* will be pleased to learn that Brother Frank B. Alley, Past Grand Master of the B. of L. F., and Honorary Member of the Grand Lodge of the Order and his excellent wife, celebrated their *china wedding*, Monday evening October 27, at their pretty home No. 1,005 North Meridian St., Indianapolis.

The invitations brought together a company of ladies and gentlemen, about one hundred and fifty in all, and a more happy and joyous assemblage is seldom seen.

The supper, prepared by the *bride and groom* was simply superb, and the numerous presents, about 250 pieces of china, some of which were exquisitely beautiful and rich, bore eloquent testimony of the warm friendship entertained for the host and hostess.

During the evening Col. J. B. Maynard by request read the following exquisite verses composed for the occasion, which constituted a delightful incident in the evening's entertainment:

With joy we meet,
With pleasure greet
Our friends, who, for a score of years,
Have found it true,
'Twixt me and you,
That marriage brings more smiles than tears.

In fancy's play
Shall we survey
The road o'er which our friends have come:
The cuts and fills,
The dells and hills,
They've met to find this pretty home?

Shall we move back
Upon the track
To find where Frank Elmina woo'd,
And told his love,
Like cooing dove,
And won one long beatitude?

Though those bright days,
Through mist and haze,
May distant seem to longing eyes,
By magic power
They gild this hour,
And brighten cherished memories.

See, there they stand,
Hand joined in hand!
Their hearts beat time to wedding tunes—
Far sweeter they
Than roundelay
Trilled by the birds in rosy Junes.

The wedding ring,
Oh, who can sing
In seraph tones its potent sway?
It still is prized
And idolized
As on that happy wedding day.

In Hymen's boat
We see them float:
To sunny climes they bravely steer,
To find a home
In some bright zone
Where love makes summer all the year.

And fav'ring gales
Have filled the sails—
The truth affords us all delight—
In spite of rocks
And tempest shocks
They're in this CHINA port to-night.

And as the years
Of hopes and fears
Like meteors have flashed and fled,
Dear babes have come
To bless the home,
And contentment on their pathway shed.

Ah! who shall know
The joys that flow
From infant lips and infant eyes?
How childhood's smiles
And winsome wiles
Make home an earthly paradise?

We gladly bring
An offering
To deck the home of bride and groom:
And every dish
Contains a wish
That this, their CHINA honeymoon.

May be replete
With bliss as sweet
As trusting hearts have ever known
Since Eden's bowers
Of fruits and flowers
Was our first parents' home, sweet home.

Now our farewells
Are not like knells—
No murky clouds obscure the skies:
Nor is there grief
To find relief
In tremulous words and tear dimm'd eyes.

No sweeter song
To harps belong,
When on their strings the zephyrs play,
Than we will sing
Till time shall bring
Our dear friends' SILVER wedding day.

THE *Union Pacific Employes' Magazine* for October has an article on "Indications of Degradation," in which some phases of our not yet sublimated human nature are handled without gloves. The *Magazine* takes little stock in the "nobility" of that class of workingmen who complain one moment of their "treatment, and the next do that which insures the continuation of that treatment; like the dog that licks the hand that smites him."

The *Magazine* refers to a grand display of workingmen in Denver, September 1st, marching and proclaiming they were united to throw off oppression, and "thirteen days later were seen doing their masters' bidding," and "riveting their dangling chains."

Manifestly, such exhibitions of human nature are not pleasant to contemplate, and demonstrate the importance of organization and education.

It is only recently that labor has had a literature of its own, and all things considered, splendid headway has been made, and we say to our contemporaries, keep up the fight, the labor army, as a whole, is making headway.

Just think of it! The distilleries of Peoria, Ill., have a capacity of 180,000 gallons a day, or 5,634,000 gallons a year. Peoria is the greatest whisky town in the world.

MR. Gladstone has entered the arena in defence of Moses, whom he expects to meet at an early day.

GEORGE W. CHILDS WAVING THE DANGER SIGNAL FOR THE B. of L. E.

The Philadelphia *Public Ledger*, owned and controlled by George W. Childs, in its issue of October 27th, professes to see that the Brotherhood of Locomotive Engineers is in great danger. Mr. Childs, therefore, hurriedly abandons his palatial residence, his millionaire guests, and rushes forth and waves the danger signal, as follows:

On Thursday last that model trade organization, the Brotherhood of Locomotive Engineers, seemed to be on the brink of the fatal misstep of surrendering its strong individuality and of destroying its independence, upon the report of what is called the "Committee on Federation." That committee recommended "federation" with railway employees in general—viz, switchmen, trainmen, firemen and others that have each their own brotherhoods or union. A minority report from the same committee opposed such federation or affiliation, and this minority report was the wise one.

The two reports were sent back to the committee. It will be a piece of good fortune if the Brotherhood shall escape the rock on which the adoption of its "Committee on Federation's" plan would certainly wreck it. There has been no such element of strength in the Locomotive Brotherhood or in any other labor organization as the individuality revealed in its honorable and conservative history and in its steadiness of conduct. This results from the good sense with which its affairs are managed, and from its independence and freedom from complications with other orders, unions or brotherhoods less judiciously governed. The preservation of that individuality and independence is indispensable—vital—to its success and to the continuation of the public respect which it now commands.

If it had been in this federation of railroad men, what traps and risks and embarrassments it would have encountered in the last three months, growing out of the ill advised and even crazy strikes of switchmen's unions and Knights of Labor agitators! The Brotherhood would have been involved in no end of conflicts brought on by contentious men, in which it had no direct interest or concern; in which its good name would have been smirched; and under the load of which it must have gone down with the others.

In its individuality and independence and wise management, the Brotherhood of Locomotive Engineers is the strongest and best respected trade organization in the United States. "Federated" with such wretchedly managed concerns as the Switchmen's and Trainmen's Unions, it would be weak as the weakest of its confederates. It would be perpetually at their mercy. That is inevitable.

The foregoing is from the pen of a man who rolls and revels in luxurious wealth; whose princely entertainments afford an inexhaustible supply of materials for a class of penny-a-liners to work into pyrotechnic descriptions of banquets, guests—fair women and millionaires, domestic and imported; costumes cut high and low in the neck, diamonds and dances, music, statuary, paintings, and many other things that Mr. Childs' colossal fortune permits him to enjoy and to lavish upon those who find sufficient favor in his eyes to receive an invitation to visit his palace.

Now, all of this is permissible under the constitution. There is no law requiring Mr. Childs to live in an unpretentious house when he has the cash to build a palace. There is no law requiring Mr. Childs to associate with locomotive firemen, or with

brakemen, switchmen or conductors. He is not required to invite them to his banquets, to partake of viands fit for the gods, such as the Depews, the Vanderbilts and the Carnegies enjoy every day. For such things we care nothing, except in so far as those who enjoy them are led to assume that, by virtue of them, they are constituted a class who may with impunity say, as does George W. Childs, mean and vicious things of men who, though they work—work for small wages, during long and weary hours; who, though they live in humble homes, often wretched homes, and subsist upon coarse food and wear "hoddenn gray;" who, though they are the victims of oppression, and are robbed for the benefit of soulless corporations; are, in every essential of manhood and citizenship, the peers of George W. Childs.

The fact that George W. Childs selects the Brotherhood of Locomotive Engineers for special laudation is a matter of no concern whatever. We admit that that Brotherhood is numerically great and influential. We know its power and consequence, and do not hesitate to place upon record any and all virtues it may possess. That is not the point. The purpose of George W. Childs, Chauncey M. Depew, and other writers and speakers, is to magnify the importance of the Brotherhood of Locomotive Engineers by dwarfing and stigmatizing other organizations of railroad employees, particularly those organizations that constitute the federated body of railway employees—firemen, trainmen, conductors and switchmen.

George W. Childs warns the engineers to keep out of the Federation. According to the showing of Mr. Childs, a majority of the "Committee on Federation" reported in favor of federation, at the Pittsburgh convention. Here proof was furnished, strong as "holy writ," that federation, in the opinion of a majority, had transcendent merits, and ought to be adopted by the convention. Now George W. Childs, not a locomotive engineer, not a workman of any order, simply a millionaire who owns a newspaper, tells the engineers that federation would "wreck" the Order; but why such wreck should occur, as the result of federation, not one reason, nor anything bearing the semblance of reason, is afforded.

The engineers, in the face of a report of the majority of their committee on federation favoring its adoption, are warned against it by George W. Childs. Why? Is it because the engineers and the federated orders have no mutual interests to protect? no mutual rights to maintain? No? The objection Mr. George W. Childs urges is that in federation the Brotherhood of Engineers would sacrifice its "individuality." would get mixed up in "conflicts" brought

on by "contentious men," members of "wretchedly mismanaged concerns," as the Switchmen's and Trainmen's Unions."

In all of this there is no argument. It is simply an appeal of a millionaire of extremely aristocratic proclivities, for one labor organization to ostracise all other labor organizations, play autocrat and aristocrat, and make itself odious in the eyes of the federated orders of railway employés, which, as the records show, in intellect, comprehension of the needs of labor, courage, devotion to principle, in charitable work, care for the living and for the dead—in all things that dignify and exalt men, are the equals of the engineers.

During the C., B. & Q. strike Mr. George W. Childs, then, as now, the owner and editor of the *Public Ledger*, ceaselessly denounced the engineers. He had the B. of L. E. totally wrecked on that occasion. He was then for Messrs. Perkins, Stone & Co., Pinkertonism, scabism, or anything else to defeat organized labor. Mr. George W. Childs is not a fool. He is a millionaire, with all the instincts of his class. He sees in federation the ultimate triumph of labor. He sees in the defeat of federation the triumph of the corporation. Mr. Childs is for the corporation, which accounts for his efforts to defeat federation in the B. of L. E. Convention.

WE find the following item in an exchange:

The cost of strikes in New York alone in 1886 and 1887 was \$8,507,449. From 1881 to 1886 Mr. Gilman estimates the cost of strikes to be \$100,000,000. Carroll D. Wright puts the figures still higher. Mr. Baker estimates the average annual cost of strikes at \$20,000,000.

Manifestly, strikes are expensive, and it is quite as true that many strikes have been ill advised. No sensible man controverts such propositions. But why not estimate the profits of strikes? Why not tell what they have accomplished for workingmen? Gladstone is of the opinion that strikes have been of positive benefit; and that is true. Strikes have reduced working hours from 14 and 16 hours out of 24, to 8, 9, 10 and 12 hours, or to an average of about 9 hours of the 24. Strikes have advanced wages on an average of 25 cents a day for 10,000,000 of working people since strikes first began for the purpose of righting antiquated wrongs, so that the gains, on the whole, are vastly in favor of strikes. Strikes have accomplished another great good. They have, says Mr. Gladstone, taught men, who have been oppressing labor, that it don't pay and that it is more profitable to be just.

Workingmen organize to secure rights without striking, if that is possible. They prefer arbitration, but strikes will occur when other means fail to remedy wrongs.

SOUVENIR PROGRAMMES.

It ought to be understood that the Brotherhood of Locomotive Firemen is not to be transformed into a band wagon nor a dead wall, for the purpose of aiding sharpers to ply their vocation by the *Souvenir Programme* dodge or any other description of advertising jugglery.

Already, on more than one occasion has the good name of the Brotherhood been smirched by fakir advertisers, who, ascertaining the time when the Brotherhood was to hold a convention, offer some Lodge an amount of money to issue what is impudently termed a "souvenir programme." Having paid the money, and secured the right (?) the programme charlatans proceed to solicit advertisements, making loud professions of circulation of the "programmes," representing the Brotherhood as the backer of the enterprise, and that great gains to those who patronize the "programme" may be calculated upon. Already, a number of cheats and scallwags have played the game, conspicuously at San Francisco, and the good name of the Brotherhood has suffered thereby, for those who have been defrauded pretend to see in the transaction a Brotherhood partnership.

It would be difficult to arrive at a more ungenerous or false conclusion. The Brotherhood has never had a farthing's interest in the outcome of such schemes, nor ever in any way authorized any one to make such representations. The Brotherhood never guaranteed publishers of "programmes" aid of any kind, nor consented to any appeals for patronage based upon its indorsements of any character whatever.

What has been done cannot now be helped, but let it be distinctly understood that in the future no "souvenir programmes" will be issued, directly or indirectly, under the auspices of the Order, for any consideration whatever—and this fact we desire those to know who have patronized the *Magazine* with advertisements from time to time.

THE *National Car and Locomotive Builder* remarks that "publishers of books on railroad subjects say that there is less demand among New England railroad men for literature relating to their business than there is among railroad employés of any other part of the country. In the West and South one seldom meets with a young engineman who is not familiar with the literature of his business, but in New England the reading men are conspicuously scarce. We lately conversed with the traveling engineer of a prominent New England railroad who had never heard of Phelan's Air Brake Practice. The man's ignorance of air brake matters was phenomenal, considering the position he held."

A HOME FOR BROTHERHOOD RAILWAY EMPLOYEES.

There is something exceedingly fascinating about the word "home." Standing by itself, it never arouses a thought that is not in accord with the ideas suggested by "Mother" and "Heaven." If you want "home" to be the sign of some other idea, you must qualify it. Home means rest, contentment—a place where there is love and joy—to the landsman, it is what a snug harbor is to the tempest-tossed sailor. There are thousands of men who have no home. While in health, at work, with plenty of money, home is often forgotten—too often doubtless; but sick or disabled, with neither money nor moneyed friends to invest their cash for his comfort, the homeless man is wretched beyond description.

What can be done for such unfortunate men? Well, much can be done for them at a very limited expense if the Brotherhoods of railway employes so determine.

We have on our table two letters, of recent date, from J. B. Spencer, Secretary and Treasurer of the BROTHERHOOD OF RAILWAY EMPLOYEES HOME, of Chicago, office, 166 Randolph street, incorporated under the General Laws of Illinois, as a charitable institution.

These letters are urgently solicitous that we do what we can to bring this charitable institution to the attention of our Brotherhood. In addition to the letters, we have received a "folder," explaining why the Home was founded, how it is sustained, etc.

The Home was founded, "opened," because many railroad employes receive injuries in the performance of their perilous duties, and in their days of misfortune "are without home or friends outside of their Brotherhood, or they are the victims of "consumption, or some other lingering disease," which disqualifies them for work, or they are "superannuated." In all such cases they need a home, where they may receive proper care. "These men," say the officers of the Brotherhood of Railway Employes Home "are our brothers, and THE HOME was opened that they might have a home with all the word implies, in so far as it lies in our power to give it to them."

The Home is maintained "solely and entirely by voluntary contributions." There are no high-salaried officers, and "any brother in good standing in any one of the several railway organizations, such as the B. of L. E., B. of L. F., O. R. C., B. R. C., B. R. T., S. M. A. A., are eligible to be admitted."

It is essential to the success of this charitable institution that it should become widely known to the Orders for the benefit of whose unfortunate members it has been established, and in addition, that every "Lodge of each organization may select

some good, active member to canvass his Lodge for subscriptions," so that every Brother may have an opportunity to give something.

Mr. L. S. Coffin is President of the Home. a guarantee to railroad men that the institution is all that it professes to be, a Home "with all the word implies."

Says the circular: "Do you know of a Brother who is in need of The Home? Then have your Secretary send to Mr. J. B. Spencer at once for the necessary blanks, which will be returned promptly on request, and send the Brother to us and see what report he will send you of our treatment of him." In the letter to us, Mr. Jay B. Spencer, Secretary and Treasurer, says: "If they" (the Lodges) "are unable to secure free transportation for the Brother, if they will let us know, we will try to secure it for them."

The Home is not a hospital, nor is it connected with any hospital; it is a Home where the sick and disabled may find rest and regain their health and strength.

In answer to the question: How will the Home benefit these Brothers? The reply is: "First, any Brother who is able, will be taught some business; such as book-keeping, telegraphy, stenography, type-writing, etc., or some light trade, such as jeweler, cigar maker, etc., whichever he may choose. and we will endeavor, by close study of his natural ability, aptitude and present education, to aid him to an intelligent choice. and when he has mastered the business or trade thoroughly, he living at THE HOME while doing so, we will endeavor to place him in a good position, where he will be independent and will have promotion to look forward to."

It will occur to the readers of the *Magazine*, we think, that THE HOME is a good institution and deserving of aid in its noble work, and we take no little pleasure in calling the attention of our membership to its charitable objects and aims.

BEN BUTLER now has an income of \$200.000 a year, but he once made chairs at 20 cents a day. Ben is probably worth \$2,000.000, which nets him 10 per cent. If Ben had kept on making chairs at 30 cents a day it would have required him to work something over 20,000 years. In some way Ben has been greatly favored.

A DENVER boy has built a coal-burning locomotive five feet long, and weighing 25 pounds, the smallest in the world, and a jeweler has built an engine with a boiler half an inch high, piston with an eighth-inch stroke and balance wheel a quarter inch in diameter. It weighs four penny-weights.

IT PAYS TO BE HONEST.

The grand old aphorism, "Honesty is the best policy," is destined to live forever. It cannot be revoked; like a fixed star, it is an unerring guide. It is proverbial philosophy, condensed wisdom, eternal truth. It can be easily engraven upon the memory, incorporated into the conscience, made available in everyday life. It is every man's friend. Beautiful in brevity, majestic in leading and lifting power. He who learns it, remembers it, heeds it never goes wrong, always goes right. The man who is governed by it never goes wrong; the man who disregards it never goes right. "Honesty is the best policy." Look at it, ponder it. Contemplation expands it. It becomes colossal. The man who practices honesty has no dark shadows resting upon his life, no corroding memories to gnaw like cancers, and he knows, as the world knows, that "it pays to be honest." What is it to be honest? What is it to be dishonest? To be honest includes all the virtues; to be dishonest, includes all the vices. To be honest is to be "decent, honorable, fair, good, unimpeached; fair in dealing with others, free from trickishness and fraud; acting and having the disposition to act, at all times, according to justice or correct moral principles, upright, just, sincere, chaste, faithful, virtuous." Hence, it is said, "an honest man is the noblest work of God." It is only required to say that dishonesty is the opposite of all this. Manifestly, it pays to be honest. These reflections are suggested by a letter from a man, once honored by his Lodge by conferring upon him the responsible position of "Financier." He obtained the money of his brother firemen, and kept it, refused to make restitution, was expelled and went forth into the world with a crime mark upon him. He has since been a wanderer in the earth. There has been no peace for him. He says he has no one to blame but himself. Manifestly so. Dishonesty is an individual matter. This dishonest fireman, this crooked Financier wants to be reinstated in the Brotherhood. He is penitent. The question is not one of sentiment and sympathy, it is one of honesty. The amount of money taken by this Financier was not large—it was simply all he could get hold of. Locomotive firemen are not rich in cash. Lodge funds come in by small contributions from meager wages. To rob a Lodge of Locomotive Firemen is a crime we find it difficult to characterize, there are in it elements of depravity which do not admit of condonement by penitential expressions. Such a crime touches not only the pockets of hard working men but widows and orphans and desolate homes. But there is one way, and only one way, by which penitence can be accepted as genuine and which would make it available as the ground for considering

reinstatement, and that is a restitution of the money taken. Suppose the sum taken was \$75.00. It might not be possible for the crooked Financier to restore it at once. But, as certain as that rivers flow to the sea, if the man is penitent, if he has any proper conception of obligation, if he is worthy of a moment's consideration, he will evidence his penitence by restitution by *single* dollars or half dollars and to do this, no sacrifice of ease would be considered for one minute, and until that is done there is no penitence, no reformation, and the man is crooked still. Restitution by mites, like digging down a mountain by spadefuls of earth, is the one evidence of a change of heart and purpose. Without it tears and professions are valueless. Until that is done the crooked Financier in no proper sense believes that "Honesty is the best policy" or that it pays to be honest. To reinstate such a man is to reinstate a rogue. Every thing pertaining to the Brotherhood of Locomotive Firemen speaks trumpet tongued for honesty. Without it the Brotherhood would be wrecked past redemption in a day. The principles of the Brotherhood, its precepts and its motto demand honesty, integrity, fidelity to obligation, and by virtue of these principles it has prospered, and adhered to through thick and thin, storm and shine, through evil as well as good report, it will continue to prosper, and he who wrongfully, thievishly takes the money of the Lodges, is the enemy of the Brotherhood, and if in any instance he is worthy of reinstatement in the Brotherhood it can be only when he has made full restitution, paid back the money criminally taken.

"THE movement," says an exchange "among train-dispatchers looking to an advance in their pay is taking shape. While no strike is threatened, they go about the matter in a manner that will doubtless lead to the railroad managers recognizing their claims. As the business of the various roads increases and the trains multiply, the position of train-dispatcher is becoming more important. Another thing which should receive the attention of the dispatchers, says one of their members, is to take steps to prevent inferior and incompetent men taking the position of train-dispatcher. One in a position to know says that 50 per cent. of the collisions in this country are the result of employing incompetent men in train-dispatchers' offices, and at way stations inferior telegraph operators." The pay of train dispatchers is a beggarly sum. No position is more important. It is one in which the travelling public has a deep and abiding interest. The press of the country should never cease agitating the subject; it is a case of life and death.

THE MAGAZINE.

With this, the December number of the *Magazine*, all subscriptions for the year 1890 expire. With January, 1891, a new volume begins, and all subscriptions must be renewed.

What of the *Magazine*? This: As a brotherhood organ, as an advocate of organization and of federation, as a publication in sympathy with all organizations of workmen it has secured a *front seat*, the right to which is admitted and stands *unchallenged*.

In view of such facts our *Magazine* Agents can well afford to present the claims of the *Magazine* to men and women in every community and solicit their subscriptions. They can afford to be aggressive, to canvass industriously. They can say, truthfully, that the next volume will be more valuable to subscribers than any of its predecessors. Improvements will be introduced, and higher literary excellence will be secured. Matter, of an objectionable character, will be permitted to "sleep the sleep that knows no waking." Matters of a purely personal character will not appear—and the *Magazine*, for the first time in its existence will be in a position to devote its space and energies to erect a higher standard of excellence in its various departments.

What is wanted now, on the part of our *Magazine* Agent is their best efforts to enlarge the subscription list of the *Locomotive Firemen's Magazine*.

What is wanted now is, that every one of our 19,000 members shall take hold of this subscription business, and help, by every means in their power, to secure subscribers.

Let the work begin at once and in earnest. We have faith in the fealty of our brothers. If they will work for the *Magazine* as they have the ability to work, our subscription list, for Vol. XV, will not be less than 40,000.

It is reported that "a train that pulled into St. Paul the other night had among its passengers a little girl of seven, Jennie Peasley, who was traveling unattended to Sitka, Alaska, to join her parents. She had been living in Newport, R. I., with relatives. She had attached to her clothing a card giving her name and destination, and asking strangers to take care of her. She talked quite freely and said she was having a good time, and everybody was kind to her. It would be difficult to pay a higher compliment to the men in charge of the train service of the country.

The seed of the seceding conductors did not sprout to any great extent. It is a fact that even railroad corporations like men who dare protect themselves. It is an American idea—not Hungarian nor Italian. A "scab" is a loathsome thing and is daily becoming more detestable.

PICTURES.

Professor DeLeon, of Columbia College, in an address before a stenographers' association, said:

At the time of the establishment of the Republic of America, it would have been a perfectly rational prophecy to have said that the Republic could not last. Madison said that a republic could not be a permanency when any large number of the people were simply cattle. But the Republic has not gone down. Neither did those of Greece and Rome go down at once. To-day one man can produce as much as it took 100 to produce 100 years ago. The same quantity of wealth can be produced in one-fifth of the time. This is through machinery. By steam power the necessary hours of labor have been reduced to one hour as compared with ten. Transportation giving the means of exchange of commodities, has combined with these to increase the productivity of labor one thousand fold. In view of this, wealth ought to be the most plentiful thing in the world. But if statistics are approximately true the average laborer does not earn nearly \$1 a day. Wealth may have increased in the hands of some, but has not in proportion among the others. There is not enough actual wealth in the United States to supply all its inhabitants for one month. Under the present system the non-productive army is enormous. The middle men come in also in equal numbers to the producers. All the stores dealing in the same commodity in the same neighborhood are unnecessary and prejudicial to the general good. From this follows the misery of the many and the immorality of the few. This necessitates all the police and soldiers. The people of our Four Hundred, those of Fifth avenue and Madison avenue, do not trust one another. They smuggle detectives into their ball-rooms to prevent their diamonds being stolen—by whom? By their own guests!

The Professor's subject was Bellamyism. and he spoke for the new party, known as "Nationalists." There is not a wrong of which Prof. DeLeon complains, that could not be exterminated in five years by the fiat of the ballot, if all honest men could be marshaled under the banner of common sense reform—a reform free from vagary, crankism, and utopian follies. For instance, trusts and monopolies could be abolished. The water, upon which the people pay enormous dividends could be squeezed out of stocks and bonds; the hours constituting a day's work could be fixed beyond repeal or appeal. Honest men could be elected to make honest laws, and honest officials could be elected to execute them. Why not be practical? Why not use the means at hand to usher in an era of reform? If workingmen would organize and then federate their organizations—land piracy, trust piracy, monopoly piracy and corporation piracy would cease.

JAY Gould's boy entertains the pretty superstition that by wearing his wife's picture in a locket on a chain that no serious misfortune can befall him, and that whether bull or bear he will always win.

SAYS an exchange: The total number of passengers carried in the United States during 1889 was 472,171,343. One passenger in every 1,523,133 was killed, and one in every 220,024 was injured.

**WM. D. ROBINSON.****WM. D. ROBINSON.**

"The glories of our blood and state
Are shadows, not substantial things;
There is no armor against fate;
Death lays his icy hand on kings:
Sceptre and crown
Must tumble down,
And in the dust be equal made
With the poor crooked scythe and spade."

On Friday, November 7th, 1890, in the town of Washington, Daviess County, Ind., Wm. D. Robinson departed this life, in the 65th year of his age.

The announcement of the death of Wm. D. Robinson, outside of a limited number of personal friends, created no stir in the

little town of Washington, situated on the O. & M. R. R., and yet, when Wm. D. Robinson breathed his last, a really great life went out, and a great soul winged its flight to meet its creator.

Wm. D. Robinson was born May 22d, 1826, and was therefore at the date of his death, 64 years 5 months and 15 days old.

For several years past, Mr. Robinson had been in declining health. His disease, baffled the skill of physicians, and the patient, always hopeful, sought to arrest its progress. His courage never deserted him. He realized that the disease, whatever it was, steadily impaired his physical powers. He

saw the inevitable. The pale horse with its skeleton rider was ever on his track, following him through every lane and avenue of his pilgrimage. Death knew, that in Wm. D. Robinson, he had a shining mark but withheld his shafts that his victim might linger, and in his home and on his bed, might watch his declining sun, see it touch the horizon's verge, provided, at its setting, no clouds obscured the view.

Fortunately, the splendid intellect of Wm. D. Robinson remained unclouded to the last. His sun went down in tranquil beauty. Mellow light bathed the scene in supernal glory. He had lived and wrought a great work for his fellowmen. He had loved the poor. He had championed the oppressed. He had laid the foundations of a great Brotherhood deep and strong and enduring. He had guided its destiny when in its swaddling clothes, had grasped it in his manly arms when its step was faltering and unsteady. He had watched its youth and young manhood with unflinching trust and solicitude. He had seen it grow in strength and influence until it grasped a continent and boasted of a membership of 28,000 locomotive engineers; and turning his gaze on his dying pillow, while his pulse grew faint and few, and the death chills were creeping up to his heart, he saw the fire burning in Lodge No. 1; then following the march of the Order with his eyes fast glazing in death, he saw the blazing light of 452 Lodge fires shining on all the elevations, and in all the valleys of the continent, from Nova Scotia to the golden shores of the Pacific; from the orange clime of the South, to where the Arctic blasts mark the boundaries of civilization.

Who shall tell of the entrancing visions of the dying first Grand Chief of the Brotherhood of Locomotive Engineers?

It does not matter who was in the room when death was doing its work. It does not matter who stood around and beside his dying couch—a dying man is always alone with death. It is a supreme hour. The mind, when left unobscured, in an instant grasps and groups every incident from youth onward to old age.

We surmise, that the dying ex-Chief lived over again the years which were devoted to the great Brotherhood he founded. They were years of toil, years of doubts and fears, years of battles, of defeats and of victories—years which required courage as lofty as was ever displayed on any battlefield from Marathon to Appomattox—and we surmise that these years, as they passed in review, like an electric flash, enabled the dying chief to say, "I have fought a good fight for locomotive engineers, my brothers of the foot-board."

Was Wm. D. Robinson, founder and father of the Brotherhood of Locomotive

Engineers, rich in this world's goods? Oh no. He was a poor man. He did not

"* * * Crook the pregnant hinges of the knee.
Where thrift may follow fawning."

He was one of the noble souls who preferred poverty to perfidy. His soul was as far above deceit and hypocrisy as the stars are above the earth. His tongue was for the utterance of kind words and generous words for men who were struggling to better their condition.

Wm. D. Robinson was honestly poor. He knew what it was to suffer, and the world knows, that however severe the ordeal be preserved the dignity of silence. When he was Grand Chief of the Brotherhood of Engineers, the Order could not pay him a princely salary.

When Wm. D. Robinson was told, by Indianapolis physicians, that his disease was cancer of the stomach and would prove fatal in a brief time, he simply replied, "It behooves me then, to put my house in order." There was no tremor, no trepidation, no mental discomposure. He was not surprised. He accepted the inevitable with knightly courage, and went home to "put his house in order"—went home to await the final summons—went home to die.

While he was "putting his house in order" a few of nature's noblemen, members of the B. of L. E., interested themselves in his welfare. They would ask the great and rich Brotherhood of Locomotive Engineers, founded by Wm. D. Robinson to contribute so much from their plethoric treasury, as would make the last days of their ex-Chief free from all worldly anxiety—that, whatever else might come, destitution, gaunt and haggard should not enter the humble home where the ex-Grand Chief was holding converse with death, trying to breathe.

These splendid men—these bright particular stars of the B. of L. E. performed their duty. Their reward will be the consciousness of having performed an act, than which there can be nothing that sheds a brighter halo around fraternity.

These engineers did not stand up in the convention, and with relentless hate, play hyena, and while Wm. D. Robinson was dying, assail him with the venom of an asp, and in his last hours, when this world was fading from view, and his eyes were catching the first faint glimpse of the world beyond—when the care-worn and battle-scarred brother was passing through the valley and the shadow of death, when his sensitive ears were receiving the last words of affection from earthly friends, and catching the first notes of melody from beyond the dark river, these engineers, who would smooth the passage of the dying ex-Chief from time to eternity, did not stop to inquire if Wm. D. Robinson, in all of his long and eventful life had never made a

mistake. No, no, no, thank God, they were willing to shed benedictions upon the closing days of the ex-Grand Chief, and leave all his errors, many or few, to a just tribunal. Was it so with all? Were there any who would wreck reputation by foul means, while the death-rattle was in the throat of their victim? Were there any who, while blatantly professing to be followers of Christ, would make heaven blush, by sitting in judgment upon a man and brother, who in honest poverty and honest fame, had reached the final station, and was simply waiting to test the redeeming love of the Saviour of the world?

We dismiss such reflections. They give prominence to envy and bigotry at the grave. They arraign human nature and bring to the contemplation of men its basest qualities. They transform men into ghouls. They demonstrate that jealousy, once implanted in the human heart, kills every ennobling quality, and makes its possessor contemptible beyond the power of prudent characterization. If there was *one* in the Pittsburg Convention, and only *one* who there distinguished himself, then we can wish that *one* no greater punishment while living than the memory of his worse than savage cruelty. To stab a dying man with words sharper and more venomous than a serpent's fang is a hallucination that marks depths of soundless depravity, and such is the verdict of all honorable men.

Let it pass. Wm. D. Robinson is beyond the reach of assassins. In this tribute to his memory, to his life work, to his many noble traits of character, we would broaden the wings of charity so that were the dead man's faults a thousand, or one, we would hide them all, that we might the better read all of his multitude of manly and redeeming virtues.

We have said that Wm. D. Robinson laid the foundations of the great Brotherhood of Locomotive Engineers. In doing this, he as certainly laid the foundations of the Brotherhood of Locomotive Firemen. Nor is this all—he taught all railway employes that they, too, could organize; and, as a consequence, the world beholds the Orders of Engineers, Firemen, Conductors, Trainmen and Switchmen marching to conquest under their banners, that float in every breeze that blows over the continent.

Such triumphs belong to the favored few, and they challenge the admiration of all thoughtful men.

Wm. D. Robinson possessed a mind of more than usual grasp. As if by intuition, he saw the strong and the weak points of a proposition. This splendid faculty was many times and often demonstrated in the early history of the brotherhood he so successfully established. A path-finder, he saw the way when others hesitated. He went for-

ward when others advocated retracing their steps, or choosing some other line of march. Obstacles which to others seemed insurmountable, he removed or skillfully avoided, and went forward. Tenacity of purpose was one of his distinguishing characteristics. He did not discard counsel, but having investigated before deciding, he was not to be deflected from his purpose by men who formed hasty conclusions, and were therefore easily persuaded. It was this quality of his mind that enabled him to lead the brotherhood he had founded to ever-increasing success. It gave him self-reliance without egotism, self-control without pride or ostentation. It enabled him to exhibit a self-sacrificing spirit for the good of others, without boasting of his deeds or achievements. Wm. D. Robinson was not spectacular; he sought no glorification. He was a born leader; he hewed out pathways to high elevations; disappointments intensified his courage and increased his resources, and thus he led on his Brotherhood until all the membership caught the inspiration of his matchless energy; and when the Order was advancing, by conquering strides, to power and influence, he quietly laid down the gavel and resumed his place on the foot-board.

If the Brotherhood of Locomotive Engineers is great and powerful, influential and rich, it is because in its youth it was fortunate in having such a man for its leader, for its organizer, for its first Grand Chief, as Wm. D. Robinson, whose declining years were years of ill health; whose physical powers could no longer respond to the demand of keeping the wolf of impecuniosity from his door; no longer respond to the aspirations of an intellect that had made it possible for others to reap where he had sown, and live in luxury by virtue of his unrequited labors.

Wm. D. Robinson, the first Grand Chief of the Brotherhood of Locomotive Engineers, was a student of books as well as of men and machinery. He was familiar with the thoughts of great men—the world's best minds. He loved strong intellectual food, and assimilated it—took it into his mental organism. His public speeches abound with expressions worthy of the brightest men of the age. When he spoke, he said something; nor did he repeat himself on every occasion.

Wm. D. Robinson was splendidly equipped mentally for the position he occupied. He loved English classics, whether of prose or poetry, and often beguiled a weary hour by dallying with the muses. He could listen in rapt delight to the lullaby melodies of an Æolian harp; or stand, awe-impressed, amidst the sounding symphonies of Niagara. What of such mental endowments? This: Wm. D. Robinson had a heart that

could be touched when humanity pleaded for sympathy, and a soul that could respond with Spartan courage when the oppressed demanded a champion of their cause. Gentle as a woman, in peace; but in war he entered the list and fought with lion-hearted courage where the battle was thickest. He lived

"'T'law'd by power and unappall'd by fear"

and when death laid its grasp upon his vital currents and froze them in their flow, he could but yield, but this he did

"Not, like the quarry slave at night,
Scourged to his dungeon, but sustained and soothed
By an unfaltering trust,"

He approached his grave

"Like one who wraps the drapery of his couch
About him, and lies down to pleasant dreams."

We confess to great admiration of Wm. D. Robinson. He was no ordinary man. To speak well of the dead is an old time injunction, but in this case, there is in the duty a sad and mournful pleasure. It is a case in which comparative youth pays willing homage to old age, crowned with white hairs, to a life crowned with deeds destined to live in the hearts of railroad men as long as organization has a friend, as long as noble deeds can find a tongue to voice an eulogy.

We know the silver cord is loosened, and the golden bowl is broken at the fountain, still we do not weep. Tears are not in order. Our friend, the past Grand Chief of the Brotherhood of Locomotive Engineers has endured his last pang. In fancy we behold him at rest. Neither summer's heat nor winter's cold shall disturb his repose. Poverty has wrung from him the last despairing sigh. Friends will cherish his memory and his virtues will live in perennial beauty. As for enemies—well, God pity them, if such there are to be found.

In this hour when Locomotive Engineers and Firemen stand uncovered at the tomb of Wm. D. Robinson, the question arises, What can be done to perpetuate the name, the fame the memory of a man who gave the best years of his life for their benefit? Is not the answer, we will build him a monument worthy of his deeds, of his labors and sacrifices? We will believe that such is the response.

If it is, let the good work begin, and let it be carried forward until a granite or a marble shaft shall mark the spot where his dust reposes.

What hallow's ground where heroes sleep?

'Tis not the sculptured piles you heap!

In dews that heavens far distant weep

Their turf may bloom,

Or gent' twine beneath the deep

Their coral tomb.

"What's hallow'd ground? 'Tis what gives birth

To sacred thoughts in souls of worth!

Peace! Independence! Truth go forth,

Earth's compass round,

And your high priesthood shall make earth

All hallow'd ground."

The poet's idea is correct. Where Wm. D. Robinson sleeps his last sleep, is hallowed ground, and monumental marble could add nothing to its sacredness. But it is all of that without reference to the living. What can the living do to bear testimony that the last resting place of Wm. D. Robinson is hallowed ground?

We do not believe the name of Wm. D. Robinson is soon to perish and be forgotten. We believe the Brotherhood he founded will be his imperishable monument, and that his name in connection with that great Order is to increase in luster as the years flow on. But that does not cancel the debt of gratitude the two great Brotherhoods of the locomotive owe his memory, which if not met, will, in the judgment of mankind, cover the living with obloquy.

We believe the Brotherhood of Locomotive Firemen will respond in a way that will bear eloquent testimony of their appreciation of the life work of the man that made their organization fruitful above measure of blessings to locomotive firemen. Alone and unaided, our Order, for the small sum of 25 cents each, could do the work. But we prefer doing it in conjunction with the Brotherhood of Engineers; nor would we confine subscriptions to the two Orders, but would invite all the Brotherhoods engaged in the train service of railroads to join in the great work of gratitude.

And now our duty is performed. We have written, with our heart in our hand, of a friend we shall see no more. But we shall cherish his virtues and deeds while memory holds sway, and

"—Death, grim death

Will fold me in his leaden arms, and press
Me close to his cold, clayey breast"

ere we cease to cherish the memory of Wm. D. Robinson, the grand old man who wrought with self-abnegation for his fellow-man.

SAID a proud Englishman to a spirited American lady: "Do you know," remarked the Briton, with his most supercilious drawl, "that it always amuses me when any one speaks of old families in the states, because it is so utterly absurd, you know. Of course in England it is different. For instance, I can trace my family back to William the Conqueror without the slightest trouble." "Indeed," replied the lady with a merry twinkle, "I am surprised at that: I had an idea that you could go back at least as far as Baalam's ass." The Englishman wasn't so far out of the way, after all. The United States is running over with codish aristocrats who pride themselves upon their ancestry, when their funerals were great blessings to the community, and would have been still greater had they died without issue.

KNIGHTS OF LABOR.

The Mighty Labor Organization Meets in General Assembly at Denver, Colorado—It is Given a Splendid Ovation by Workmen and Citizens of all Classes—Five Hundred Delegates in Attendance.

SAVINGS OF GENERAL MASTER WORKMAN T. V. POWDERLY.

On the 11th of November the General Assembly of the great Order of Knights of Labor met in Denver, Col., and the delegates, with the General Officers of the Order, were tendered a splendid reception, which amounted to an ovation, and everything that transpired was well calculated to encourage the Knights in their efforts to advance the interests of workmen.

As a matter of course, the interest in Denver, as elsewhere throughout the country, centered in the utterances of

T. V. POWDERLY,

the General Master Workman of the Order, who is recognized as one of the foremost, if not the foremost labor leader on the continent. A profound thinker and an eloquent speaker, he has for many years devoted his time and talents to securing justice for working men and working women.

The *Rocky Mountain News* publishes a lengthy interview with Mr. Powderly, in which that gentleman gave many interesting items relating to the great work in which the Knights of Labor are engaged. Mr. Powderly also delivered a public address:

MR. CHAIRMAN: I am informed that our time is nearly up, and that the man stands with his hand on the lever to shut out the light and shut me off, and for that, at least, I am truly thankful. Not that I want to leave here, but that it will stop me and prevent me making an extended speech. I would rather have remained in my seat and listened to the others, as they address you. I have heard Beaumont so often that it was nothing new to hear him. Although I enjoy listening to him for I know that what he says comes from an honest heart; and it was a pleasure to listen to Mr. Thomas and the other gentlemen this evening. I want to say, wherever I am, that if the opportunity comes to me while I am in the city of Denver, I shall ask that a special dispensation may be granted to Mr. Thomas, that he become a Knight of Labor, [applause] the other two are I believe, eligible now, so that it will not be necessary in their case.

I want to speak on one declaration and perhaps on two. I ask for special legislation prohibiting the employment of children under 15 years of age. Many people claim that that is wrong until they hear our reasons for asking that children should be kept from the factories until they are 15 years of age, not that they may stand on the street corners learning the language and habits of the street, not that they may spend their time at the saloon doors, peeking in to see men passing to eternity and misery, but that they may not pass by the little red school house on the hill when they are going from town, and in order that they may have that time to spend in the school room. Last year or the year before, one day in March, I stood in a city in the East one day before 6 o'clock in the morning and I saw children passing into the gates on their way to one of the large factories, the doors of which would swing open to allow them to enter. These little ones came as boys and girls; many of them showed their little elbows through their sleeves and little girls had light shawls pinned over their shoulders and with many of them I saw

their little toes peeking through their shoes, and those children went in there at 6:30 o'clock in the morning and remained there until 6:30 in the evening. And as I stood there in the morning the rain was falling, and on the little garments the ice was gathering, and in the evening I stood there in company with a committee and saw the same children come out, the rain was still falling and froze as it fell, and I thought that these children had nothing in the world to look forward to or to hope for. When they came there in the morning the school room door was closed, and when they went to their homes in the evening the school room door was still closed. The school room door was forever excluded from the young brain, and I said to myself if there is one thing above another in knighthood that I desire—if there is one thing next to the American heart—it is the right of these children to have an education and that their forms should not darken the factory until they have that education. [Applause.] Was I wrong then in asking that until 15 years of age they shall not do this? No, my friends, the question may be asked on every platform, and no man who loves his country will say no to that proposition.

EQUAL RIGHTS FOR BOTH SEXES.

That is one declaration of principle; the other is the twentieth declaration in which we ask to secure for both sexes equal pay for equal work—and I finally have grown tired in asking for that. The day has come, and whether it is right for me to say it or not I shall say it—whether the time has come to say it or not I shall say it—and I believe that this declaration should be changed to fewer words; that instead of reading as it does now "to secure for both sexes equal pay for equal work," we shall ask of our general assembly to strike out these words so that it will then read "to secure for both sexes equal rights." They will tell you that this is woman's suffrage—that we are not prepared for it—and I shall be proud if they say that of me. No, my friends, I am not ahead of the times, but those who say it stand behind the times. As for equal pay for equal work, the very weapon that makes it possible to elevate her in her work is denied her. She is swindled of her rights. Must all this be and I stand by and not say one word for her. Look in the face of your wife when you go home and ask her if she is not the equal of any of the young men born in this country and raised to the age of 21 years who take upon their shoulders the responsibility of citizenship? We are striving for her that she may receive equal pay for equal work and I believe we should go a step farther than that.

Now as to the question, why do we strike? We elect men, and others buy them. We work, others reap the profits. We strike, they starve us into submission. What then shall we do, my friends? Shall we have revolutions and overturn the government? No, my friends, we do not believe in that; not in revolution but in evolution; not in doing these things suddenly, but thoroughly and slow. How to vote intelligently and how to elect those to office we understand, but we pay little heed to them after elected, and if we would only strive as earnestly after election as we do to put them there we would have fewer complaints to make, and then we would not every four years or every three years or every one year, we would not have the same complaints we find ourselves making to day. Every American has the right to vote with no eye except the eternal eye of God to look on and see how he voted. The Australian system has been very successful in many of the states and we shall ask for its adoption in others. We ask that Colorado shall fall in line and stand with her proud brothers and sisters and ask of her legislature that will assemble here to pass for the state of Colorado the Australian ballot law; that all her citizens may stand equal on election day.

PINKERTON CATCHES IT.

Mr. Neashan said last night that I was possibly as well known as President Harrison. That may be so, but there is another name that shines out of American history, that is as well known as either, and I thank God that the infamy attached to that name is not attached to mine. I refer to the name of Robert Pinkerton. In the late strike of the New

York Central we find men with no commission from the people, with headquarters in New York and headquarters in Denver and headquarters all over the country, and in the face of the constitution which says that the President may not or shall not call out troops without the advice of the senate and congress. These men, heartless and remorseless, whenever a corporation asks for them, rush out and stand with drawn Winchester leveled. Should Robert Pinkerton have the influence and power to do things which President Harrison could not do? If the day has come when one man can stand out in this country and hire an army, that day has come when other men can do it, [applause] and if it is right for him to violate the law, and hire an army, then the Knights of Labor have the right to hire allies to preserve the law with the help of God. If the government cannot do it then we shall stand a raid against that which has made it possible for one man to become greater than all the people. Is it not a strange thing? I was standing one night not many years ago with the point of a bayonet held by my fellow man leveled against my breast. The man had nothing in the world against me, and the only thing that man had to do was to shoot me down if I took one step forward, which I had a perfect right to do. The day has come when our people should speak out on this question. Men of Colorado, correct that wrong to citizens of the greatest republic on earth and demand for them legislation which will forever bar the name of Robert Pinkerton from figuring in such injuries.

THEY ARE IN HARMONY.

We may not be in harmony in our debates, but when we leave here we will be in harmony in carrying out what was best for the good of the people. If you are in business here and want an order of goods from New York you place the order in an envelope with a 2 cent stamp, and the road that shall refuse to carry that letter with the 2 cent stamp on it shall have his charter forfeited. I ask that the government shall have control of the railroad system and the telegraph, and if it has the right to carry your order to the market in the East, then is it wrong to ask that same government to carry back the goods, or at least supervise its transportation? If it is socialism to ask of them to carry back that order, what in the name of God is it in carrying the order for those goods? Where will we draw the line? We may call it by any name we please, but the rose you know is sweet, though we call it by any other name. Our government has set an example in the postal service of the country.

Your honorable mayor spoke here a few moments ago about the mountains of Colorado, of their rich gold mines, of her vast plains, of the greatness and beauty of your city, and when he had told of these things I sat there thinking to myself—for whom did the good God make these things, these coal mines piled up in the Rocky mountains with a few men to control their output? I believe the good God put this coal there that the people of the nation might be warm, and not to be controlled by the power of a few men.

I thank God that there is an organization that voices these things, and we will work on through thick and through thin, through every sort of storm and censure. A more perfect organization does not exist on the face of the earth. They say we are an incendiary organization, but we are not. The incendiaries are those who buy our legislators; the incendiaries are those who buy our justices and those who buy our papers. We have always instructed the Knights of Labor to stand firm, take insult and to wait—bide our time, and one day it will come to you when you will stand face to face with your visor down to your enemies and up to your friends.

When Mr. Powderly had finished his speech and before he took his seat he asked the audience to wait while he read a paper which deserved signatures. It was a petition to the next General Assembly for the enactment of a law giving to women the right to vote. He said that woman suffrage was what was worse needed than anything

else he knew of, and that Colorado would do herself proud in thus recognizing the equality which exists among the sexes.

Chairman Neasham then thanked the mayor and the other speakers for their kind words and dismissed the multitude to the tune of "Auld Lang Syne," which was sorrowfully rendered by the orchestra.

But the more important utterances of Mr. Powderly are found in his report to the General Assembly, which we reproduce as follows:

To the Officers and Members of the General Assembly.

GREETING:—On the 28th of next month the order of the Knights of Labor will be 21 years old. On that day, 21 years ago, the few pioneers who shaped the foundations of the organization assembled and gave it the name that has since then been a beacon of hope to the poor and lowly, a sheet anchor to the distressed, and a menace to the greed and avarice that seek the overthrow of the rights of man to air, sunshine and the use of the earth.

Many changes have been made in these years, and many of the hopes of the dead heroes of our order have been realized. At first the hand was extended to the mechanics only; it was then extended to the assistant in the workshop and factory; it invaded the depths of the mine, and was soon clasped with that of the laborer, who until then knew nothing about fraternity except what was gleaned from those of his own humble calling. At first the war question stood above all others, then workshop regulation became a theme for discussion, and finally the eternal and undeniable rights of man to everything that his Creator drew from the depths of the earth came up before our order, and now, entering upon our majority as an association of industrialists, we can say that there is nothing upon the earth's surface or beneath the waves of the sea which man has a title-deed from heaven that we do not strive for. We have friends by the million who are not members—our principles deserve their aid. We have enemies—bitter, unrelenting enemies—and right well have we earned their enmity. Wherever there stands an enemy to the principles of this order there may be seen the oppressor of his fellow-man. Our claims have been pushed along lines that were rugged and weary of travel, and many have fallen by the wayside; but wherever the stricken and laden have dropped away the seed that was sown was not lost, and the truths we teach were planted in other fields than we can lay claim to. Our order has been called conservative, but it is so only in its methods, for it stands a radical among radicals. Radical in its aims and purposes, but conservative in the methods of reaching these ends. Radical but not rash.

I could make many suggestions and recommendations, relating directly to the management of the order, but have done so so often in the past that it seems to me that repetition is a mere waste of time and words. I will content myself, and I hope please the General Assembly, by referring this body to my former addresses and reports, which are here and accessible to all.

WHAT IS EXPECTED OF MEMBERS.

A human being having arrived at the age when this order has attained is supposed to be in full possession of his faculties; he is expected to be able to study and discuss social and economic questions without fear or prejudice. Unless he does this, himself he cannot intelligently perform his duty as a citizen. If he accepts the statements of others unquestioned he is below the level of the idiot and imbecile, for these unfortunates are not capable of deciding for themselves and cannot therefore be blamed for doing as they are told or for imitating what they see others do. No important action should be taken by the individual until he has satisfied himself by study and discussion that he is right. He should not act merely because some one in whom he has confidence does so; it should be a matter of conviction with him. What is true of the

individual is also true of an aggregation of individuals, and, as this order represents the industrial individual in concrete, it should be willing to give ear to and carefully consider every side of every economic and social question which may come up for discussion. We never advance in education by closing our ears to what is passing around us, merely because we do not believe in ideas advanced or principles agitated. For years the most important of a series of questions that has agitated the people of all nations is that of tariff or free trade.

FORCING THE ISSUE.

We have not as an order adopted a tariff or anti-tariff clause in our preamble, and I do not advise such a thing now. We should, however, throw open the doors of our assemblies for the discussion of this great problem so that our members may become educated in the basic principles of protection and free trade. While we do not allow the question inside of our sanctuaries, our members are asked every four years in the United States and every five years or oftener in Canada to register their votes in favor of or against protection. We must take either side when the time to vote rolls around, but will not tolerate the discussion of the very question itself where we could get that light which would enable us to vote intelligently. We should be ashamed to admit that we do not understand the issue when it is presented to us, and we should blush when we admit that through our prejudices we cannot allow a calm, deliberate discussion of the question before our members.

For many years our members were divided on the question of governmental control of railroads, and it was kept out of our preamble on that account. When the matter was taken up for discussion it was easily understood, and to-day no Knight of Labor can say that he does not understand that a government of the people should not be subordinate to any of its creatures, and that it has the right to control all corporations within its jurisdiction. My recommendation is that on and after January 1, 1891, it shall be permissible for local assemblies to discuss the question of high tariff and free trade. By putting the question in this shape, "Which will bring the greatest good to the greatest number—high tariff, low tariff or free trade?" we do not commit the order to either school, and yet allow our members to take up for discussion and agitation that vital issue.

Our Canadian brothers have already learned in many places throughout the Dominion to meet each other in friendly debate on this question. If we fear that this question will cause dissension, we must admit that those who cannot agree to discuss great issues for educational purposes without anger or indulging in personalities are not capable of self-government. Many believe that this is a question which belongs to political parties. Nothing is further from the truth. It is an economic question, and there is not a household in the civilized world into which its shadow does not intrude itself. Let us ask our members to discuss this question in a friendly way, and, if education is worth anything, we will not have to depend upon what interested persons tell us in political campaigns.

LEGISLATIVE COMMITTEE.

If the general assembly shall decide to maintain legislative committees, it should also decide what measures such committees shall advocate, how far they may go and with whom they may cooperate. It is the experience of those who have filled such positions in the past that they are besieged on every hand by every association and individual having a claim against the government. It is expected that every sop thrown out to the labor whale should be thankfully received and appreciated. Halfway measures and sectional schemes should not be advocated by our order, and in future whoever represents this order in such a capacity, should be required to work in close communion with the committees of the Farmers' Alliance on the great questions of land, currency and transportation reform. During the last congressional canvass men who merely voted for what was called labor legislation paraded themselves as friends to the workman. If the question of government control of railways is put to these men now they will either dodge it, vote

against it or be suddenly called home to attend the bedside of a sick relative. We have been electing men whose conception of the labor movement is exceedingly limited, and until we openly and boldly declare that we will no longer be satisfied with medicine which but irritates the symptoms we will continue to receive polished bones and no meat when our congresses adjourn. Let us direct that no trifling affairs take up the attention of our legislative committees in the future.

THE PREAMBLE IN FOREIGN LANDS.

During the year your general master workman has had more than one application from foreign lands to allow changes to be made in the preamble. My advice to the applicants was to adopt such declarations as were suitable or applied to the needs of the toilers of these countries, and present them for approval. This was done, and at the same time the parts of the preamble which did not apply to these countries were asked to be stricken out. It is worthy of mention that the changes asked for were but few; the parts of our preamble which did not apply were fewer still. This shows that the condition of the men who labor does not materially differ in countries which exist as monarchies and republics. It also indicates that the day on which the industrial republic is to be inaugurated must not be postponed very long. I recommend that our brothers in foreign lands be permitted to substitute sections in our preamble for those which do not apply to the lands or governments where our order is established.

THE NEW YORK CENTRAL STRIKE.

In the early part of the year information came to me that members of the order employed by the New York Central railroad, and under the jurisdiction of D. A. 246, were growing restive under the treatment received at the hands of the officials of that company. Individual effort in the direction of ameliorating conditions that were not easy of endurance had proven abortive, and when the aid of men of influence was invoked it usually turned out to be the same. Public officials were appealed to here and there to approach the officers of the New York Central and intercede for the workmen that they might receive better treatment in the matter of wages and regulations, but nothing ever came of it. The public press from Buffalo to New York was, with but few honorable exceptions, under the influence of the Vanderbilt system. Whenever an editor desired to travel East or West he applied to the company and was granted a pass for himself and friends. Whenever the interests of the company required it, these papers would always respond and publish whatever was presented to them. With the chosen servants of the people traveling on passes of the company, with the editors of the papers along the road subsidized in the same manner, it became impossible for the workmen to get the public ear or place their grievances before the officials of the company without subjecting themselves to dismissal. When the district was organized, the men determined to make use of it in order to improve their condition, and committees were selected to wait on the officers of the company. At first their visits were tolerated, but they became tiresome to men who would rather dream of a ball at Newport than think over the condition of those who work for wages. The idea of meeting on a level of equality of employees for the purpose of discussing terms of agreement was repugnant to men whose aristocratic tendencies were given birth beneath the shadow of the house of Vanderbilt, and a means to put a stop to these importunities was sought for. The old plan of picking off the spokesman in order to terrify the others, was resorted to, and one after another men were discharged, in the hope that the lesson would be of practical value to the company in terrorizing the rank and file. That men and spokesmen may have made mistakes, is not improbable; in fact, it would be unreasonable to expect that men unaccustomed to discussing affairs with those outside of their own circle would not fall into errors. No allowance was made for differences in education and advantages, and the haughty blood of the nobility scorned to meet with the plebeian on anything approaching an equality. That is the plain way of putting it, no

matter what criticisms may be passed upon the words I use.

The men struck work. Their report as to its reception is here and open for the inspection of the general assembly. It is with my connection with the affair as general master workman that I have to deal. The other general officers were not concerned in it until after the close of the fiscal year; but my connection with it began during the month of February, when I learned of the likelihood of trouble along that line of railroad.

Then follows the correspondence between Mr. Powderly and the several district master workmen, all showing that the general master was alive to what his duty was, and did it.

After a full résumé of the events of the labor world during the past year, the condition of the working masses, and sound advice on the subject of their improvement, he closed as follows:

WANTS HIS ACTS SCRUTINIZED.

To day ends, without a break, eleven years of active service as general master workman. This is the twelfth session of the general assembly that I have presided over. I entered upon the duties of the position with no personal ambition to serve. There was no thought in my mind of retaining the place, for I had other ends in view. During these years I have done many things that others would not do; but, on the whole, I do not recall many acts of the past that I would not repeat. I may not be in accord with the thought of many good members of the order; but, acting from a sincere conviction that I was right, I have no apologies to offer. You are here to judge, not only of the past two years, but of all my official life as general master workman. I ask for the fullest scrutiny of every official act; that you owe to the order as well as to me. If in the interest of a better service to the order, you select another representative to pick up the gavel which I now return to your keeping, I will cheerfully fall back to the ranks and keep step as faithfully there as in the forefront. The interests of the order stand paramount here to-day. There is no individual representative on this floor who should receive one moment's consideration if duty to the order is not exemplified in him. We are soldiers in the army of industry, but our generals are not forced upon us—we select them ourselves. If we make good selections, with the welfare of the order obscuring personal friendship, none can find fault, for we will have done our best.

As we write, the General Assembly is deliberating, and when the session closes, the *Magazine* may have something to say upon such matters as are made public.

SOME one familiar with vital statistics, or who has gone into the guessing business, says the deaths of all nations, kindred tribes and tongues, amount to 35,215,200 every year, and the births to 36,500,000, leaving a net gain of births over deaths of 1,284,500. Such figures suggest some financial questions. Putting it moderate, suppose at every birth the charge of the accoucher is \$5.00—\$174,076,000, and that the average charge of the undertaker is \$20.00—\$730,000,000; in which case the world is out of pocket \$906,076,000 for births and deaths. If to this sum total, we add doctor bills and drug bills, cost of cemetery lots and monumental rocks, the amount runs up into bewildering figures.

THE AMERICAN FEDERATIONIST.

We have on our table No. 1, Vol. I, of *The American Federationist*, published at Mattoon, Ill., by Messrs. W. H. Johnson and C. W. Martin, under the firm name of W. H. Johnson & Co.

We intend no flattery when we say that the *Federationist* is one of the most breezy labor papers that comes to our sanctum. It contains twenty-four columns, and the more you read, the better you are pleased; each column bears testimony of ability, and what is said is well said, and the point aimed at gets hit every time.

The *Federationist* is for federation as established by the Supreme Council. There is no mistake about this. There are no subterfuges. Words are fitly chosen and boldly expressed. It says:

This paper wishes to at once go upon record as favoring a federation of the interests of railway employees without an amalgamation of their Orders. The first we consider perfectly feasible, practical, and think that, when adopted, as it inevitably will be, it will prove of much benefit to all those concerned. The amalgamation of the now separate and distinct Orders, we consider would be productive of much harm, amounting eventually to the practical destruction of all the benefits which have been the cause of the phenomenal success of the organizations now in existence, for it would at once, when accomplished, cause a scramble for supremacy of place and power in the new Order, which would at once work evil.

The present plan of the Supreme Council meets our approval, and, until something better is offered, will have our support. The men composing that body are of sound ideas and good judgment, have the welfare of the federated bodies at heart, and will, we verily believe, always work conscientiously for the best interests of both their individual Orders and the federated bodies as represented by the Supreme Council, in which body we have the utmost confidence, and which we shall support to the best of our ability.

The publishers are of the opinion that there is "room" for the *Federationist*, "and that there is a large amount of work to be done." There is "room on top," and that is just where the young candidate for public favor stands, and that its work will be well done, No. 1 gives the most cheering assurance.

In closing their "Introduction" the publishers say:

The publishers are both members of the Brotherhood of Locomotive Firemen, having served their time with the scoop and pick, and now in laying down those useful implements to mount the tripod and take up the pen, they realize fully the responsibilities resting upon them. We promise our most faithful efforts in furthering the good of all Orders now federated or that may come in hereafter, and hope that we may dwell together in peace, harmony and good will for many years; and when in the dim future we look back upon our relations with the mighty hosts of toilers of this land, we may say we have fought a good fight, have kept the faith, and we enter now upon our reward.

The *Locomotive Firemen's Magazine* salutes the *Federationist* with "three times three;" gives it the right hand of fellowship; tells its readers that \$1.00 invested in it will pay good dividends, and urges them to do so, and withal, bids it God-speed on its mission.

WM. P. DANIELS, THE O. R. C., AND LOCOMOTIVE ENGINEERS.

The two orders of Railway Conductors now in full operation, are the ORDER OF RAILWAY CONDUCTORS and the BROTHERHOOD OF RAILWAY CONDUCTORS. The Grand Chief of the O. R. C. is Mr. E. E. Clark, and for the B. of R. C., G. W. Howard occupies the position of Grand Chief.

We have only kind words for these gentlemen. G. W. Howard, G. C. of the B. of R. C., has been from the first a champion of protection. He saw the many and grievous wrongs to which conductors were subjected, and that the Order of which they were members, by virtue of its laws, could furnish them no relief whatever. He saw that the O. R. C. had at least two Grand Officers who were ceaselessly at work to maintain a position for the Order which humiliated and degraded them. We refer to C. S. Wheaton, Grand Chief, and to Wm. P. Daniels, Grand Secretary and Treasurer of the Order. As for Mr. Wheaton, if Wm. P. Daniels is to be believed, he is one of the most despicable characters that ever held any position in an organization of railway employes on this or any other continent. The intimate associate of Mr. Wheaton was Wm. P. Daniels. Daniels confesses that he knew of Wheaton's treachery, hypocrisy, mendacity and other acts, if possible, still more offensive, which he kept to himself, and gave no sign of any superior integrity. He simply waited for an opportunity to kick a dead lion. Having made such confessions, his vituperative assault upon his associate in office has operated as a boomerang, and in the estimation of honorable men has done Daniels far more damage than fell to the lot of Wheaton.

Wm. P. Daniels is now not only Grand Secretary and Treasurer of the O. R. C., but Manager of the *Railway Conductor*, and we feel assured is the author of two articles in the November issue of that publication, captioned, respectively, "Where it Stands," and "Mr. Howard's Assertions," both of which refer, more or less directly, to federation.

The articles in question, we assume, were written by Wm. P. Daniels.

It will be remembered that the O. R. C., at Rochester, by an overwhelming majority, struck from the laws of the Order what was called the "anti-strike clause." Previous to the action of the Rochester Convention the O. R. C. was known to be opposed to strikes. It submitted to wrongs such as were never piled upon the members of any other organization of railway employes, and Wm. P. Daniels not only did not protest against degrading oppressions, which the members of the Order were subjected to, but advocated and urged the members of the Order to *scab* on all occasions when locomotive

engineers were on a strike and battling for their rights.

But referring to the action of the O. R. C. at Rochester, in eliminating the "anti-strike clause" from the constitution, it was immediately given out that the Order was not on a strike basis and that it had not changed its principles (?)—in a word, that it could not strike, that although the "anti-strike clause" had been abolished, the Order could not be regarded in the light of a striking Order, and as a consequence, nothing had been gained in affording the members of the Order such protection as other Orders of railway employes were constantly affording their members. It should be borne in mind that there has been no convention of the O. R. C. since the meeting at Rochester. If the official declaration made by that body, that the Order was not on a "strike basis," by virtue of the elimination of the "anti-strike clause" and that it had not changed its principles, how can it now be on a "strike basis," seeing that since the Rochester Convention there has been no meeting of the Order having the authority to make any law or regulation upon the subject?

To show the low cunning of the writer of the article captioned, "Where it stands," and the deception still sought to be practiced upon the members of the Order and the public, we copy the following:

The Order is not now upon a strike basis if the words are to be understood as meaning going around with a chip on its shoulder, daring every one to "knock it off," and talking of what we will do if they (railroad officers) don't come to time. It is, however, on a strike basis if these words are understood to mean that its members will no longer submit to injustice and injury under a mistaken belief that they "are tied up" or under teaching that they can't do anything.

After reading the foregoing, the verdict will be that Mr. Wm. P. Daniels is totally without convictions, or, if he has convictions, that he is too cowardly to express them. What he says, is simply word jugglery, and a most clumsy performance at that. Such jargon is eminently worthy of a man who had personal knowledge of scandalous acts on the part of an official with whom he was in intimate official relations, but for the good of the Order, remained as silent as an oyster, and shouted "fire" only after the building was destroyed. Daniels is of the opinion that as matters stand, the "executive of the Order would not only authorize, but would advise a strike, should occasion require it," but "the writer" asserts "that there have been times in the past, when, had he possessed the authority, he would have ordered a strike."

We doubt if there was ever a time in the past when Wm. P. Daniels would have ordered a strike under any circumstances. He has not buttered his bread that way.

We desire to put this man Daniels on

record so that railway employes may know the material of which he is composed. We doubt if a more deadly foe of organized labor breathes. The idea that Wm. P. Daniels favors either strikes or federation is simply preposterous except he were influenced by such arguments as are used by Jay Gould when he wants the use of a Judge or a Legislature.

When the Grand Division of the O. R. C. met in the city of Toronto, May 8, 1888, Wm. P. Daniels presented his annual report, portions of which he sent as advance sheets to the principal railroad officials of the land.

It will be remembered at the time this document was sent out, the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen were engaged in one of the most serious conflicts for right and justice that ever occurred on this continent between a labor organization and a powerful corporation. It was the engineers and firemen against the C., B. & Q. Wm. P. Daniels was cognizant of all the facts, and yet he deliberately put upon record declarations of hostility to the engineers of unparalleled venom and circulated them broadcast; the purpose being not only to defame the engineers but to urge conductors in all cases of a strike to act the part of scabs.

Mr. Daniels, in that report, said:

To place the matter clearly before the conductors of the United States, it may not be out of place to give a few instances of the actions of the members of this "holler than thou" organization. In the first place, it is built up and owes its strength, not to the *intelligence, skill or knowledge* of its members, but wholly and entirely upon the ignorance of railway officials and the public in regard to the qualifications of an engineer.

After this, Mr. Daniels proceeds to cite numerous instances when the engineers have outraged every principle of justice and honorable dealing, and paints the Order as black and repulsive as he was capable of doing. Mr. Daniels proceeds to arraign the engineers for a multitude of mean transgressions and then says:

Behold them now on their knees to the Switchmen and Brakemen's Associations! It is time for conductors to teach railway officers what the engineers themselves already well know, and are anxious to conceal, that nine-tenths of the conductors of the United States are capable and trustworthy engineers. The conductors on the C., B. & Q. have already demonstrated this, and they are ready to do it on other roads, and I sincerely hope that the time is close at hand when they will be not only ready but willing to do so all over the United States.

We use italics that our readers may note just why the advance sheets of Daniels' report were sent to railway officials. It was to tell them that members of the O. R. C., in case of a strike, would take the engineers' places and run their engines, and it was asserted that the report of Daniels had the effect to reinstate many discharged conductors in various sections of the country.

This man Daniels carried his hate of en-

gineers to extremes, so far that he exhorted conductors never to "pass an engineer under any circumstances." "It is bad enough," says Daniels, "to subject yourself to dismissal for violation of rules in passing a conductor, but don't do it for an engineer, who is always ready to down you." Such is the record of Wm. P. Daniels, who now talks glibly about being in favor of federation and strikes, and who avers that "the report that the members of the B. of L. E. and the Order (Order of Railway Conductors) on the C. & N. W. System had formed an alliance is true."

The report of Mr. Daniels to the Toronto Convention was exhaustively discussed; the epithets applied to the members of the B. of L. E. were reiterated and justified by Mr. Daniels; scabbing against engineers was boldly commended, and then the report was adopted.

Is it to be presumed that Mr. Daniels has changed front? Does the leopard change its spots? Hardly; and yet Mr. Daniels seeks to make the readers of the *Railway Conductor* believe he is in favor of federation and of strikes. There may be higher heights and deeper depths of gall and guile than such professions indicate, but we beg leave to doubt it. We presume that Mr. Daniels is as ready now as at the Toronto Convention to say:

I believe Bro. — is one of those who demonstrated the ability of the conductors by taking an engine and running it successfully (on the Q. & A.) honor him for it and congratulate him on the appearance of his name in this list, which will soon be with the intelligent public as it is with me, a roll of honor.

Apparently, Wm. P. Daniels has changed front. He fought the engineers when they were struggling for their rights; advised conductors to scab that the engineers might be crushed, and with them every other order of railroad employes. He sent his vituperative slang to railroad officials, and boasted that it was a benefit to the Order; and now he favors federation with engineers, and professes to have been, from "way back," a champion of strikes.

In spite of Mr. Daniels' influence, the members of the O. R. C. struck down the anti-strike clause in their constitution, and elected a Grand Chief Conductor, Mr. E. E. Clark, who is in favor of federation, and of strikes as a last resort, to protect conductors against the outrages perpetrated by corporations—and if Daniels is, in any sense, a convert to federation; if he no longer advocates scabbing; if he would strike, under any circumstances, it must be because he sees that his bread and butter depends upon a change of base.

A man who could seek to "down" engineers and firemen when engaged in a strike for their rights, when contending against a powerful corporation, by advising conduct-

ors to *scab*, and to gain favor with corporations, send advance sheets to railway officials—base treachery to principle—is not to be believed when he changes front under compulsion and professes fealty to a policy of which he had been an unrelenting foe.

Mr. E. E. Clark, the present Grand Chief of the O. R. C., we believe is sincerely in favor of federation, and of bringing the Order of which he is chief executive into line under the banner of national federation. He will do well, however, to study the character of Daniels, and note particularly his treatment of Wheaton, his predecessor. Between Wheaton and Daniels the indications were that the most amicable relations existed, but all the time Daniels, by his confession, shows he was preparing his schemes to "do up" his associate in office; that he was arranging a dead fall, to be sprung when conditions were favorable to sacrifice his superior, and thereby save himself.

Moreover, who knows the character of the secret circulars Daniels may even now be sending to conductors of the O. R. C., who he says have "formed an alliance with the members of the B. of L. E. on the C. & N. W. system?" Who knows that he has not sent "advance sheets" of reports to the officers of that system, intimating, that in case of trouble, regardless of the "alliance," members of the O. R. C. would take the places of engineers, and thereby increase, what he (Daniels) is pleased to call, the "roll of honor?"

Whatever may be the secret schemes of Wm. P. Daniels to "down" the engineers, we are persuaded that he has lost his *grip* upon the great body of Railway Conductors, members of the O. R. C.

There are thousands of Railway Conductors, members of the O. R. C., who are as honorable men as can be found anywhere, men who are courageous, independent and self-respecting and who despise chicanery in all of its vulgar exhibitions, and who, we doubt not, are keeping their eyes on Mr. Wm. P. Daniels. They were the men who eliminated the "anti strike clause" from the laws of their Order, and condemned in convention the course pursued by Daniels in sending out advance sheets of his report to railway officials, by virtue of which every manly conductor was humiliated and degraded.

We have outlined something of the career of Wm. P. Daniels, showing his inveterate hostility to engineers and to all other organizations of railway employes who are organized for protection. This implacable hostility was carried to the extent of bringing the O. R. C. to the verge of disruption, and in our opinion is as pronounced now as ever before, and is quiet, only because of the fact that federation, in the face of malig-

nant and unreasonable opposition, has demonstrated its feasibility and wisdom and has won a victory on every occasion when a righteous grievance was presented.

It is not our purpose to widen any real or supposed chasm between the B. of R. C. and the O. R. C. The B. of R. C. exists because of the attitude which the O. R. C. occupied in regard to protection, and the fact is too self evident to require argument. Geo. W. Howard, as we have said, saw the difficulty, and proceeded to apply the required remedy, and for his splendid efforts to inaugurate a change of policy is deserving of the highest commendation.

In spite of the implacable hostility of such men as Wm. P. Daniels, the O. R. C., under the leadership of such men as E. E. Clark, Grand Chief, has changed front and is now contending for protection and advocating federation.

That the Supreme Council of the Federated Orders affords the most certain remedy for well defined injustices we do not doubt. Only prejudice stands in the way of a triumph which would make the future one of steady progress for the organizations of railway employes, and we do not permit ourselves to believe that prejudice, jealousy, envy and bigotry can long withstand the conquering march of reason, truth and honest conviction.

QUEEN VICTORIA is the head of the established church of England, and yet, in the great empire over which she rules, there are 139,000,000 of India pagans, Buddhists and Brahmans, and 40,000,000 Mohammedans, the sum total vastly outnumbering the protestants of the empire. It is believed that the railroad is doing more in India to upset paganism than all other forces combined. Buddha and Brahma, Vishnu and Siva, and all the rest of the gods, can't stand the whistle of the locomotive; it beats the Juggernaut, since it can haul the pagans or kill them, as they may choose.

DURING the month of September, a waterspout caught a Southern Pacific train, fifteen miles west of Del Rio. The water, some forty feet wide, struck the forward part of the train. It tore the engine, baggage car and mail car from the coaches and carried them forty-five feet, overturning them. The passengers knew nothing of the approach of the water until the jar occurred. The engineer and fireman escaped drowning by swimming to high ground. The track was torn up for 200 yards and a gully ten feet deep cut through it.

SINCE 1875 the Japs have put away more than \$20,000,000 in the savings banks of the empire.

270 VS. 168.

To the general reader the figures which caption this article will doubtless appear cabalistic, but they are easily explained, and are immensely suggestive. The figures combined make a sum total of 438. If the lesser is subtracted from the greater number it will be found that 270 is greater than 168 by 102. To use a phrase, "stick a pin there."

To proceed: In 1888 the Brotherhood of Locomotive Firemen in convention at Atlanta, Ga., put the Federation ball in motion. For two years this *Magazine* discussed the proposition of federation—the federation of the organizations of railway employes engaged in the train service of the country. We said the plan was feasible, that it was wise, that it would redound to the welfare of the organizations, and prove of lasting benefit to railroad corporations, because it would reduce the number of strikes to the minimum; because strikes would occur only when the grievances of employes were of a character to command universal approval on the part of employes; because federation, in a great majority of cases, would result in arbitration instead of strikes; because if a strike should come defeat or victory would be secured in the shortest practicable period. These positions silenced controversy. They were never attacked; they were, from the start, invulnerable; they were self-evident propositions; they secured conviction in all unprejudiced minds. There were objections, but never an argument. Prejudice, envy, jealousy and bigotry were utilized in every conceivable form, but reason, logic, facts, were not used—on the contrary, were ignored, ruthlessly bludgeoned into exile by those who disliked federation.

Nevertheless, federation moved forward. It was a common sense proposition. It was logical. It was the one thing needed to smooth the way of railway employes. It could help them without injury to the employer; indeed, as we have said, it assumed that the employers would share largely in the contemplated benefits.

At once the Switchmen's Mutual Aid Association came into line, then the Brotherhood of Trainmen (Brakemen) adopted federation. The Supreme Council of the Federated Orders was established, and every claim set up and advocated in favor of federation, without an exception, was established by the record it made. So pronounced was the success of federation, so conspicuous were its conservative achievements, that the young and stalwart Brotherhood of Railway Conductors adopted it and came into line under the federation flag. And during the year 1890, after two years of trial had been given federation as established by the Fed-

erated Orders, under the Supreme Council, it was triumphantly and unanimously indorsed by the four Federated Orders in their several conventions.

The Brotherhood of Locomotive Engineers did not indorse the movement; on the contrary, it opposed it, stood aloof from it. It did not formulate arguments, it did not interpose logic, it did not array facts, it simply objected. All? No, not all, but enough to keep the great Order out of the Supreme Council. We do not care here and now to state the character of the objections; that has been done in the *Magazine*, and can be repeated with notes and comments at any time when such literature is desired. Our purpose now is in a different direction. We propose to explain the caption of this article—"270 vs. 168."

Let it be said just here that the members of the B. of L. E. were not indifferent to the arguments relating to federation. Thousands of them saw distinctly that it was a wise and beneficent movement, and ought to be adopted. Some there were who were immovably opposed to federation, and others, the largest number, were indifferent.

At Richmond, federation had few advocates in the convention, at Denver the number was largely increased, and now comes Pittsburg—total number of delegates voting on federation, 438; the number voting for federation 270, the number voting against federation 168; majority in favor of federation, 102. Two-thirds of 438 is 292. Those voting for federation 270, or within 22 votes of a two-thirds majority.

This explains the caption of this article, "270 vs. 168." It was a splendid victory for federation. It could only have been more resplendent by securing twenty-two more votes. In due time they will come. Come, because federation is right, because it meets the demands in the highest degree of the organizations of railway employes.

We accept the vote in the Pittsburg convention of the B. of L. E., as in the highest degree complimentary to the *Firemen's Magazine*. It demonstrates that its position was right from the first. The vote is equally complimentary to the *Trainmen's Journal* and to the *Switchmen's Journal*. They never ceased presenting the facts. They formulated arguments well calculated to create conviction, and we join with them in the felicitations which the vote "270 vs. 168," in the Pittsburg convention of the B. of L. E., so fully justifies. And with equal, if not greater, warmth we congratulate the 270 delegates whose minds, free from prejudice, enabled them to comprehend the benefits that flow from federation, and whose courage, equal to their convictions, enabled them to cast their votes for a measure which the more it is investigated the more wise and conservative it appears.

SOMETHING NEW AND IMPORTANT IN RAILROADING.

Railroad men are on the *qui vive* in regard to an invention recently patented by Mr. A. R. Cagner, a practical Locomotive Engineer, and at one time Second Grand Engineer of the B. of L. E.

Referring to the subject, the *Chicago Herald*, late in October said:

Chicago is to have an immense manufacturing plant where locomotive and other railway rolling stock will be made. A company for this purpose was incorporated at Springfield by A. R. Cagner and Charles Kennedy, of Chicago; T. M. Leonard, of New York, and A. A. Tower, of Detroit. These are all practical railroad men. General newspaper readers will remember A. R. Cagner as Grand Assistant Engineer of the Brotherhood of Locomotive Engineers who came from California during the last great strike on the Burlington road, succeeded Hoge as the head of the grievance committee, and by his adroitness and coolheadedness hastened the end of the strike. Mr. Cagner is the inventor and patentee of several innovations in railway appliances. One of the inventions is a power transmitter for locomotives and cars by which power can be applied directly to every axle under locomotive, motor or any number of cars. The other is a locomotive embracing the Cagner patents, which is a novelty in locomotive construction.

So much for the inventor, who coming up from a fireman, has been from the first a student of locomotives, of power and its application for the purpose of moving trains. As a matter of course, the Cagner patents and theories have created a sensation, as may be inferred by the following from the *North Western Railroader*. It says:

There are now on exhibition in the Exposition Building in Chicago, three very handsome model cars, built one quarter standard size and equipped with what is known as "The Cagner Patented Power Transmission," for Railway locomotives and cars. Expert engineers and mechanics and many prominent and practical Railway men have studied the principles employed, and covered by these patents and it is claimed that this device will have a powerful influence on locomotive construction in the future. What is claimed as an advantage for the "Cagner Device," as a motive power over the present type of locomotive, is this: By the methods employed in the Cagner patents, which are simple and inexpensive, almost unlimited horse power can be transmitted direct to every axle under the locomotive, motor, or any desired number of cars in the train, thus securing the adhesive traction of every wheel, bearing the load of train while in transit. Hence almost unlimited horse power, either steam or electricity, can be concentrated upon a car, motor, or locomotive; and by the transmission of power, beyond the point where power is so concentrated, independent of the adhesive weight of the motor, or locomotive, the employment of all the power thus created can be fully utilized upon any number of cars in the train; whereas the construction of the present locomotive, transmitting power from piston to driving wheels, by rigid rod connections, and dependent upon the adhesive traction of the drivers upon the rail in order to utilize the piston power for propelling purposes, necessitates the concentration of a sufficient weight to be carried on drivers, in order to employ the full energy of force applied to the pistons. Any surplus power, beyond the traction weight of drivers on rails, when applied, is lost, as in the case of wet, or slippery rails, which cause the wheels to slip necessitating the use of sand, thus producing extravagant wear of tire, and increased train resistance. It was this desire to secure greater traction proportioned to piston power that prompted the Mogul and Consolidated Engine with their great weight on drivers and rigid wheel base.

The inventor claims for his device that "it can be attached to any class or make of present locomotives, and at a very slight expense transmitting the power from back driving axle direct to each axle of tank, thus securing the full traction of the tank of the locomotive without increasing the weight upon the driver by more than 500 lbs." It is also stated that "the standard eight wheel locomotive to-day carries from 40,000 to 65,000 pounds on drivers. The standard engine tank weighs from 40,000 to 50,000 pounds as now constructed. This extra load is carried simply as the base of supplies for fuel and water. The Cagner device aims to make the tank a part of the propelling power of the locomotive proper, permitting the engine to be over cylindered, so to speak, while entirely dispensing with the use of sand, and enabling the engine to be worked at full capacity under all conditions of rail, without increasing the adhesive weight on wheels."

The plans and specifications for a powerful motor or locomotive are now being prepared, and the machine will be a new departure in locomotive construction, and it is given out that a revolution in the construction of locomotives will be the result. In describing this new motor, it is said:

The motor will be a double-ended 70 ft. long, with pilot and headlight at each end, requiring no turning at terminals. The body of car will be similar to a sleeping car from an exterior view—without end platforms or end entrances, the upright sides and ends being continuous, forming the water space for tank, which will hold 12,000 gals. The entire frame and body of car will be constructed of iron and steel. There will be located in one end of the car, and above the floor of the car, a double-tandem compound engine, which is estimated to develop, with 140 lbs boiler pressure, 1,000 horse power. These engines are connected to a 6-ft. driving shieve, the shieve being in center of the car and running parallel with the engines. Power is transmitted from the 6-ft. shieve to a 36 in. shieve under the floor of the car, and from this 36-in. shieve power is transmitted, through the Cagner patent device, to a 36-in. shieve on each axle, so that every wheel of the double 6-wheel truck will become a driving wheel. These 6-wheel trucks will carry a load of 122,000 lbs. The truck wheels will be 34 ins. in diameter. It is hoped that the motor so constructed can be made to attain a tremendously high speed, and at the same time with a slow piston travel. The boilers are located in opposite ends of the car, and will be equipped with self-stoking devices and with smokeless furnaces. The cab, or engineer's room, is in the center of the car, elevated so that a clear view can be secured from all directions, similar to the present caboose cupola, where all the necessary mechanism to manipulate the engine will be under the engineer's immediate control.

Manifestly, the outcome of Mr. Cagner's invention will be watched with increasing solicitude by railroad corporations and employed engaged in the train service of the roads.

CHAUNCEY MEPHISTOPHELES DEFEW, said he was out "two nights on a sleeping car," to get from New York to Pittsburgh. Maybe he was out one night on two sleeping cars.

AN EXCEEDINGLY CONTEMPTIBLE LIE.

Someone maliciously disposed has set the lie afloat that the B. of L. E. owes the B. of L. E. the sum of \$26,000. In the issue of the *Firemen's Magazine* for the month of March, 1889, page 247, we published the following:

LOAN OF \$25,839.60.

In all matters relating to finances of the B. of L. E. there should be no concealments. Frank and full statements are always in order; and so far as the Grand Lodge of our Order is concerned, such statements are always made promptly and fully when required, or when there appears a necessity for them.

In the month of October, 1888, owing to the exigencies of the strike on the C., B. & Q., money was imperatively demanded to enable our Order to respond to the necessities of members engaged in that notable struggle. The membership was everywhere putting forth its energies to meet the demand, but there was at the time designated, a lack of funds. At this juncture the B. of L. E. accepted a loan, amounting to \$25,839.60, from the B. of L. E.

It appears that an impression has gone abroad that the B. of L. E. donated to the B. of L. E. the amount named. Nothing could be further from the truth. Such a donation, had it been tendered, would not have been accepted. The transaction was the result of obligations assumed by the B. of L. E. to pay its members certain stipulated amounts monthly, and as assessments had been suspended until the convention met and took action upon the subject, the exigency arose, that money must be borrowed, or the striking firemen on the C., B. & Q. must suffer. The money was borrowed, not donated, and the amount so obtained, has been paid back in full. In making payment, interest was tendered, but not accepted.

In the foregoing statement the Brotherhood has all the facts. The money was borrowed to bridge over an emergency. It was borrowed to meet pay-rolls promptly and at a time when every consideration of justice to the heroic strikers demanded prompt action. The obligation to the men was met, and now the money due the B. of L. E. has been paid in full.

The B. of L. E. is entitled to our thanks for the timely assistance rendered. It is fully appreciated and the B. of L. E., not less magnanimous, holds itself in readiness to reciprocate the favor at any time, and at all times, when it is in its power.

The foregoing statement tells the whole story, and tells it truthfully. Notwithstanding this, some one has sent the *lie* broadcast over the country that the B. of L. E. owed the B. of L. E. \$26,000, which has not been paid.

In this connection we find the following in a recent number of the *Locomotive Engineer* and credited to the *Railroad Gazette*:

WHO TOLD YOU?

The reports of the Brotherhood of Locomotive Firemen, presented at the recent annual meeting, show that the organization borrowed \$26,000 from the Brotherhood of Locomotive Engineers, to help pay strikers during the Burlington strike. The loan has not been paid, and there seems to be some question whether either side desires to have it paid.

The *Railroad Gazette* manifestly started out to lie, and it filled the bill. It names the amount the B. of L. E. borrowed of the B. of L. E., which is not correct (but comes nearer being the truth than anything else it says), and then adds, "The loan has not been paid, and there seems to be some question whether either side desires to have it paid."

The Grand Secretary and Treasurer in his report to the second Biennial Convention,

held at San Francisco, September 15, 1890, in discussing strike affairs on the C., B. & Q., says:

The fact emphasizes the extreme emergencies of the strike, when it is stated that during the month of October, 1888, the Grand Officers deemed it prudent to accept a loan, amounting to \$25,839.60, from the B. of L. E. This amount enabled the Brotherhood to bridge over a financial chasm which the strike created, but the amount borrowed was paid in full February 9, 1889, to T. S. Ingraham, F. G. E., of the B. of L. E., and his receipt for the same is in the archives of the Grand Lodge office.

The foregoing shows the *Railroad Gazette* to be both malicious and mendacious, and even with all the facts before it, would, doubtless, repeat the lie.

To make matters still worse, we are advised that members of the B. of L. E. have asserted, in a number of instances, that the B. of L. E. still owes the amount borrowed to the B. of L. E. Such men are devoid of shame. They lie for base purposes, and are a disgrace to the Order of which they are members. They are also a disgrace to humanity.

The lie is doubtless iterated and reiterated, in the hope that in some way it will injure the standing of the B. of L. E. In this, the lie will be short-lived, and prove far more damaging to its authors than to its intended victims.

Under the circumstances, we may expect that the B. of L. E. *Journal* will not hesitate to insert a paragraph in its next issue stating that the money in question was paid on the day we have named, and that the B. of L. E. owes the B. of L. E. no money—not so much as a farthing—and in the way of gratitude, we assume that "honors are easy," as the strike on the "Q." was an engineers' strike, and to stand by them and do all things honorable to win the battle cost the B. of L. E. the sum of \$459,769.39.

THE editor of the *Trainmen's Journal* is informed that he has been publishing second-hand poetry as original. There is one consolation connected with such matters, the stolen poetry is apt to be about ten thousand times superior to the insipid, vapid and stupid stuff which flows in a ceaseless stream to the editor, from people who have no more conception of what constitutes poetry than they have what constitutes *aurora borealis*. The poetry thief who steals good goods is, therefore, much more to be commended than the semi-idiotic man or woman, who writes twaddle, wish-wash, froth, and calls it poetry.

THERE was the "wildest kind of cheering" says the B. of L. E. *Journal*, when Chauncey Mephistopheles Depew was introduced. He is president of a railroad company that hires Pinkerton thugs to shoot down workingmen. Was that the reason why he was received with such an outburst of wind?

THE NATIONAL RAILWAY ASSOCIATION.

We have on our table the Constitution and "Rules governing Senate and Council," By-laws and rules of order of the *National Railway Association*, born in Atlanta, Ga., September last.

This new organization has "two degrees," Senate and Council. The Council, we surmise, is the subordinate lodge, the Senate the grand lodge. So far it has Council No. 1 located at Atlanta and the Senate is also located at Atlanta for five years.

Just here we surmise, the question will be asked, what is the purpose of the National Railway Association with two degrees? The answer is easy. It is an association to federate members of the O. R. C. and members of the B. of L. E. It is designed to bring these two orders into a loving embrace, where it will be all kiss and no kick, in which punch and throttle will be Senate and Council of the N. R. A. and can change positions, as on the C. B. & Q., without the aid of Wm. P. Daniel's advance sheets. Section I of article III of the Constitution reads as follows:

Any conductor or engineer in good standing, when vouched for by three members of the Order of Railway Conductors, or Brotherhood of Locomotive Engineers and members of this Association, shall be eligible to membership in the National Railway Association.

There it is in black and white. No R. R. Trainman, no Switchman, no Fireman, no member of the B. of R. C., can get in. Nobody but O. R. C. and B. L. E. men. It is lovely. No butterfly was ever more beautiful. It is gaudy. It should be called the Aristocratic Association of Punch and Throttle.

Article three shows how a fellow gets in. It is the front door article. But the N. R. A. or the P. and T. has a back door, a "get out and be gone" outlet, which is embodied in Section 5 of article V, as follows:

No member of the National Railway Association shall be allowed to take a final withdrawal card from the Order of Railway Conductors or Brotherhood of Locomotive Engineers, unless he shall take a final withdrawal card from the National Railway Association at the same time.

That is the way to get out. If a man is a member of the O. R. C. or the B. of L. E. and at the same time a member of the N. R. A. or the P. and T. and wants to get out, he must get out all round. He can't hang on anywhere. He must vamoose the ranch, absquatulate, become absolutely insuampibus.

Every member of a Council must pay \$1.00 a year to run the Senate, the 2d degree must wag the 1st degree, or in other words while the tail wags the dog, or the head, all the teeth are in the head. The second degree having furnished the first degree with the funds the first degree spends as much as it deems proper, and if there is anything over, it goes into a general fund. Just what the general fund is for is not stated, possibly

to defray social expenses as there are eighteen members already on the "social committee."

The first thing in order is to invite Chauncey Mephistopheles Depew to visit Atlanta and deliver an oration. He might be requested to tell what he knows about Pinkerton thugs, and if he recommends the promotion of one of the cut-throats after he has murdered a workingman? He might be requested to tell if the scheme to wreck a train on the N. Y. C. was *cooked* in the Grand Central Depot, to supply an excuse for H. Walter Webb's persecution of Knights of Labor.

Taken all in all, the new order of Punch and Throttle, or B. B. B. (Brass Buttons and Blouse), is mighty aristocratic—too exclusive to receive special commendation from men who have an idea that the required pride and pomp in railroad enterprises can be supplied by the corporation officers, and that the less there is of it in the men who perform the work, the better it will be for them.

THE B. OF L. E.

The closing scenes of the B. of L. E. Convention included the selection of a city in which to hold the next convention of the Order. Atlanta, Ga., bore off the prize, and the next convention will be held in that city, May, 1892.

The *Pittsburg Leader* of October 28th reports the election of Grand Officers. The result was as follows: First Grand Engineer, T. S. Ingraham; Second Grand Engineer, DeLos Everett; Third Grand Engineer, A. Kennedy, of Winnipeg, Manitoba.

A new office was created—that of Assistant Grand Chief Engineer. The *Leaders* says:

The engineers transacted a very important piece of business at yesterday afternoon's session. They decided to create a new office—that of Assistant Grand Chief. The office is to be a salaried one, and, as the title indicates, it is to provide an assistant to the Grand Chief. There were fifteen candidates for the place, and the election was a spirited one. Finally the prize fell to Mr. A. B. Youngson, of Meadville, Pa. It will be the duty of the new officer to travel extensively among the Divisions of the Order thus relieving the Grand Chief of much hard work. Mr. Youngson is very popular with the delegates, and his election to such an important position in the Brotherhood is an honor worthily bestowed.

Mr. Youngson is spoken of as possessing every requisite for the office of Grand Chief Engineer. He is in the prime of a vigorous manhood, thoroughly posted in railroad affairs, and in line with the progressive spirit of the age.

All things considered, the convention made decided progress in some matters of great importance; and, notwithstanding Chauncey Mephistopheles Depew was one of the orators, a great many engineers are still of the opinion that federation is a good thing.

DEPEW'S NEW NAME.

The Philadelphia *Record* in referring to Chauncey M. Depew's oration at Pittsburg in which he eulogized the engineers at the expense of all other labor organizations, calls him Chauncey *Mephistopheles* Depew. The *Record* evidently discovered at a glance the design of Depew, and hence, "*Mephistopheles*." In this connection we reproduce so much of the *Record's* article as is required to show its animus, as follows:

The invitation to Mr. Chauncey M. Depew to address the Brotherhood of Locomotive Engineers in Pittsburg last week gave him the first favorable opportunity to discuss the late strike upon the railroad of which he is the official head. Mr. Depew is too skillful an orator to drag before the public an event which had been almost forgotten by nearly everybody but the poor railroad employes who lost their situations in an ineffectual effort to defend their organization. But although the New York Central Railroad strike received incidental mention, General Master Workman Powderly and the Knights of Labor were the real subjects of his speech. It was natural that on such an occasion Mr. Depew should compliment the Brotherhood of Locomotive Engineers, of whom he was the guest. In his estimation the Brotherhood is an ideal organization of workmen, in strong contrast with the other organization which he described and did not choose to name as the Knights of Labor. Yet in order to give consistency to his eulogy of the Brotherhood and to his disparagement of the Knights, it was necessary for him to overlook certain stormy events in the earlier history of the former organization. But had it been the deliberate design of Mr. Depew to widen the breach between the Knights of Labor and the Brotherhood of Locomotive Engineers he could not have adopted a more cunning method than to exalt one organization at the expense of the other. The argument of the orator limps considerably in another respect in its application to the recent Central Railroad strike. Before the strike was declared the railroad company had already determined upon its hostile policy toward the Knights of Labor. The men who first made the complaint against the dismissal of members of the organization from the company's service were not "carpenters" and "shoemakers," but old employes of the company who well understood the cause which they represented. In obliquely reviewing the strike Mr. Depew carefully refrained from alluding to the subsequent action of his company in making membership of the Knights of Labor an absolute disqualification for employment in its service. It is evident that the Brotherhood of Locomotive Engineers will continue to enjoy the smiling approval of the New York Central Railroad Company's President so long as they shall not strike for increased wages or diminished hours of labor. In any such case they would be apt to fall under the same proscription that has overtaken the Knights of Labor.

With the *Record's* analysis of Depew's address, it may be well to say something of the *Record's* sobriquet, which is happily applied to the New York Central's President.

Mephistopheles is said to be "one of the seven chief devils in the old demonology, the second of the fallen archangels, and the most powerful of the infernal legions, after Satan." As a matter of course, Mephistopheles Depew has an abundance of low cunning—of hypocrisy and deceit. At Pittsburg he was the spider addressing the flies, the serpent charming the rabbits and coons. He persuaded, or tried to persuade the engineers that they were above all other workmen, gods

in overalls; that they held the throttle of the world, and that he, Mephistopheles, was their guardian angel, and could direct them so that they might with impunity snap their fingers in the face of all other labor organizations. And Mephistopheles Depew received an ovation. The engineers admired his scales and listened to the mellifluous melody of his voice, and were charmed by the unearthly light that flashed from his eyes. Mephistopheles Depew was happy as Satan in Eden, and doubtless reported to Vanderbilt and H. Walter Webb. "*Veni, vidi, vici!*" or, "We've got 'em."

But, did Mephistopheles Depew get 'em? Time will determine.

THE Hon. Thos. G. Shearman, of New York, is quoted as saying, that "seventy persons" whom he named, have fortunes aggregating \$2,700,000,000. Many of these millionaires are credited with having been made such by railroads, as follows:

C. Vanderbilt	\$100,000,000
W. K. Vanderbilt	100,000,000
Jay Gould	100,000,000
Leland Stanford	100,000,000
Charles Crocker	60,000,000
Russell Sage	50,000,000
Moses Taylor	50,000,000
F. L. Ames	40,000,000
C. P. Huntington	35,000,000
D. O. Mills	35,000,000
J. W. Garrett	35,000,000
C. B. Roberts	30,000,000
Ross Winans	30,000,000
Mark Hopkins	30,000,000
S. V. Harkness	30,000,000
F. W. Vanderbilt	20,000,000
Wm. Thaw	20,000,000
Wm. Sharon	20,000,000
Total	\$885,000,000

Here we have eighteen persons credited with \$885,000,000, an average of about \$44,000,000 each, all derived from the profits of railroads.

The estimate is low; these eighteen railroad magnates are doubtless worth a billion. but, taking the figures as they stand, and it would require eighteen workmen, receiving \$1.00 a day to work 54,678 years to obtain \$885,000,000.

The question arises, how do these railroad millionaires manage to secure such vast fortunes?

Latest estimates give the number of railroad employes at 700,000. Reduce wages 25 cents a day below the honest earning rate, and in 16 years the \$885,000,000 is secured. Continue the robbery for 50 years, and in that time \$2,625,000,000 is taken, which would create 2,625 millionaires.

Such figures show conclusively that the game of robbery is played successfully.

READERS of the *Magazine* will note that in this issue there appears a complete index of the contents of the *Magazine* for the entire year.

B. OF R. T. CONVENTION.

The Seventh Annual convention of the Brotherhood of Railroad Trainmen, was, according to all reports one of the most harmonious and in all regards successful the Order has enjoyed.

The citizens of Los Angeles did all in their power to make the leisure hours of officers and delegates pass pleasantly, and succeeded as the following resolution shows:

Resolved, That the Brotherhood of Railroad Trainmen, in convention assembled, extends its sincere thanks to the citizens of Los Angeles, Cal., for the cordial reception and hospitable entertainment of its officers and members.

The many attentions of the Rev. Clergy, were not forgotten by the Brotherhood as the resolution demonstrates; indeed, the convention was not unmindful of courtesies.

In regard to the death of Edward F. O'Shea, the convention put upon record its appreciation of that honored ex-officer of the Order as follows:

Resolved, That in the death of Edward F. O'Shea our organization loses one of its noblest members, and the cause of labor one of its brightest intellects and sturdiest champions.

Resolved, That we extend to his family our heartfelt sympathy in this hour of their sad affliction.

Resolved, That our Grand Lodge office be draped in the customary mourning; and that a copy of these resolutions be sent to surviving members of his family.

Federation was not overlooked as the following unequivocal resolution bears testimony:

Resolved, That we heartily indorse the plan of federation adopted by the Supreme Council, and that we discountenance all forms of system federation.

The Los Angeles *Tribune*, of October 31, from which we take the foregoing, says, the convention enriched the city by an expenditure while in session, of at least \$35,000 and adds:

Among other business transacted at the session was the raising of the salaries of the different Grand Lodge Officers. Grand Master S. E. Wilkinson will now receive \$3000 per annum, Grand Secretary and Treasurer W. A. Shehan \$3000, and have his expenses paid, while Editor Rogers of the Trainmen's *Journal* will receive \$2000 per year, and the several Vice-Grand Masters the same amount.

A few changes were made in the staff of officials, G. W. Newman being elected Third Vice-Grand Master, to succeed C. N. Terrel, whose term had expired. J. Bodman, of Los Angeles, was elected a Trustee, in the place of M. S. Bogart, who had resigned. Mr. Bodman will serve during the unexpired term until January 1, 1891, and then for a full term of three years.

The date of the next convention was not definitely determined, but it will either be held next October or in one year from that time. Boston was selected as the place of meeting, and it will be left to a vote of the subordinate lodges between now and March 1, 1891, whether the session will be held in one or two years.

The *Magazine* adds its hearty congratulations. The B. of R. T. is on the high road to still greater achievements.

It comprehends conditions, and is equal to the most exacting demands. Its *Journal* is in the hands of a man whose abilities are universally acknowledged, and whose de-

fense of the purposes of organized labor is of incalculable benefit.

The Grand Officers of the Order are the right men to put on guard and to see that no interest of the Order suffers from inattention.

The *Magazine* wishes the B. of R. T. uninterrupted prosperity.

CHESTNUTS.

The Philadelphia *Times*, in a recent issue, gets off the following:

When will organized labor learn that the true aim of labor must be to make itself indispensable to employers? No intelligent, progressive and trustworthy mechanic or workman of any kind, on railways or elsewhere, will ever need the aid of an order either to find him employment or keep him employed. There is great need for first-class and faithful workmen in every channel of mechanism; but while the incompetent and indolent are upon equality with the competent and faithful in organizations, artistic mechanics must decline and incompetents must rule. Especially is the individuality of the workmen essential on vast industrial systems such as railways. Safety and promptness depend upon the skill and fidelity of individuals in a thousand different channels, and in no line of labor is thoroughly skilled and faithful labor so valuable as on railroads. Until labor organizations make the development of the best skill and fidelity in workmen their first aim, they will ever blunder and crucify their own followers as was done in the New York Central strike. Let the labor organizations develop the highest measure of skill and fidelity in their membership, and wages will never be a matter of serious dispute.

The foregoing is from a paper that exists in Russianized Pennsylvania, where laboring men, by thousands, are more wretched and degraded than in any other state of the great Republic. In the anthracite coal regions of Pennsylvania, the condition of miners is such as it would be difficult to parallel in any quarter of the globe. Poverty, squalor, slavery, degradation, hunger, dirt and defilements such as defy adequate description, exist. In this land, blasted and cursed by corporations, labor organizations do not exist—and debasement, degeneracy and disgrace hold sway. In view of such facts, officially narrated by a Congressional Committee, why is it that such papers as the Philadelphia *Times* does not use its influence to check the vandal viciousness of such corporations as the Philadelphia and Reading R. R., rather than ask such an idiotic question, as "when will organized labor learn that the true aim of labor must be to make itself indispensable to employers?"

Organized labor has learned that labor is indispensable to the country, and that organized labor is superior to labor that is unorganized.

The *Times* should learn that a vast majority of the "intelligent, progressive, and trustworthy mechanics or workmen of any kind, on railways or elsewhere," are members of organized labor, and that it should be said they are the men who work,

the men who appreciate citizenship, who know their rights and dare demand them and defend them. The *Philadelphia Times*, and sheets of its ilk, are ceaselessly intimating that organized labor is vicious, when in fact, it is doing more to solve the most difficult problems of the times than school, church, Legislature or Congress, and doing more to elevate society than all of them, combined.

The *Times* is guilty of a flagrant perversion of truth, when it charges, without qualification, that in labor organizations, the incompetent and indolent are upon an equality with competent and faithful members, and the intimation that the vicious, or "incompetent" do, or must rule, is not less false.

We appreciate the remark that "in no line of labor is thoroughly skilled and faithful labor so valuable as on railroads," and it is equally true that the organizations of railway employes have done more towards improving the character of such employes, a thousand times over than was ever done by railroad corporations, and yet, there are railroad officials who constantly dismiss competent men and employ incompetent scabs, and at the same time, like the *Philadelphia Times*, seek to howl down labor organizations and, if it is found that somewhere a labor organization has made a mistake, or, has tolerated an incompetent man, the fact suffices for an onslaught upon labor organizations everywhere, and a subsidized press is quick to inoculate the public mind with the venom of undisguised falsehood.

DANIELS VS. WHEATON.

We find the following associated press dispatch in the newspapers:

EX-CHIEF WHEATON ACQUITTED.

ELMIRA, N. Y., November 9.—C. S. Wheaton, ex-Grand Chief of the Order of Railway Conductors, was tried here to-day on charges preferred by the Grand Secretary, Wm. P. Daniels, and acquitted, Daniels failing to substantiate the charges.

We congratulate ex-chief Wheaton. His associate grand officer made an attack upon him of intense savagery. Evidently Daniels believed he had his victim down and could annihilate him. But it seems that the tables are turned, and now where does Daniels stand? and what will Wheaton do? To bring charges and fail to "substantiate" them puts Daniels in the pillory. The man who expressed the conviction that a conductor who scabbled on the "Q" was entitled to a place on the "roll of honor," will very soon fade out of sight—will go glimmering.

SAYS Chauncey Mephistopheles Depew, "Now in our times labor and capital are supreme." He should have said, "I, Mephistopheles, and the Pinkertons are supreme on the N. Y. C."

WM. E. BURNS ELECTED.

Wm. E. Burns, of Chicago, at the recent election, scored a splendid victory in his race for a seat in the Illinois Legislature, outstripping by an immense majority colleagues and competitors. Brother Burns' popularity was phenomenal, but deserved. He is a locomotive engineer and a member of the B. of L. F., and will bring to the duties of a legislator mental equipment and practical knowledge which will give him commanding prominence. The *Magazine* felicitates Brother Burns upon his good fortune. The election was bitterly contested, but as the workingmen of his district stood by him to a finish, Bro. Burns, in spite of boodle and all its vicious influences, was elected in triumph, demonstrating conclusively, that where unison prevails there can be no such thing as defeat for a candidate who represents, as did Bro. Burns, the labor interests of the times.

The election of Bro. Burns in the city of Chicago is not merely a personal victory of which he may well feel proud, but it is a triumph of labor over the intrigues and machinations of corrupt representatives of corporation and monopoly. That Wm. E. Burns will faithfully and conscientiously represent all the interests committed to him those who know him best feel assured beyond all doubt.

An exchange says: "About a year ago by the error of a telegraph operator at Aurora, Ind., two passenger trains collided near that place and fifteen people were killed. The operator fled and has since wandered over the country. On Wednesday he appeared at Brunswick, Ga., and shipped in a Norwegian bark for Hamburg. His name is Harry Hull, and in conversation just before he went aboard the vessel he remarked: "I don't mind going away from home, friends and kindred, if the trip will take away the horrible recollection of one night in my life. I did nothing criminal; it was simply a mistake, and yet I would give anything if I could be punished in some way for what I have done; not that I think I'm guilty of any crime, but the cries of those people will ring in my ears always and make me feel as if I were a criminal." It helps matters a little if the public could know more of such transactions. As for instance, how much salary did that telegrapher receive, and how many hours was he required to manipulate his machine without rest or sleep?

MEPHISTOPHELES DEPEW told the engineers at Pittsburg, of a strike on the N. Y. C. caused by a shoemaker, who ordered out fifteen men, employes of the road. The story created a giggle, and Mephistopheles was as happy as if he had been out three nights, instead of two, on a sleeper between New York and Pittsburg.

KNIGHTS OF LABOR.**Officers Elected at Denver.**

The following are the officers elected at the General Assembly, held at Denver, Colorado:

T. V. Powderly of Scranton, Pennsylvania, general master workman.

John W. Hayes of Philadelphia, Pennsylvania, general secretary-treasurer.

Hugh Cavanaugh of Cincinnati, Ohio, general master foreman.

Executive Board:

John Devlin of Michigan.

A. W. Wright of Ontario, Canada.

J. J. Holland of Florida.

John Davis of Kansas.

The public is specially interested in the fact that T. V. Powderly retains his place as General Master Workman. Mr. Powderly has been the target for more criticism than has fallen to the lot of any other labor leader on the continent. This criticism has all too often been malignantly abusive, and in many quarters has had the effect desired, but the great Order has not abated its confidence in T. V. Powderly, and his re-election at Denver was unanimous. Such an endorsement reflects the highest credit upon the intelligence of the membership of the great Order whose representatives in the General Assembly simply obeyed their will in the matter.

Mr. Powderly is the right man in the right place. He is, intellectually, splendidly equipped for the position. He has all the courage required for war and all the vigilance needed in time of peace. He grasps conditions with the power of a statesman, and comprehends the signs of the times with the prescience of a seer.

The times, the country, labor, all, need him, and we congratulate him and the Knights of Labor, that their time tried chief is still at their head.

In the city of New York a corporation has been formed to conduct the business of setting type by machinery upon a large scale. According to a dispatch "a corporation, the New York Mechanical Composition Company, has been formed by some of the printing firms of the city to take up type setting by machinery on a large scale. The company has a capital of \$75,000. The president is T. L. DeVinne. Edward Taylor, of the Trow Publishing Company, is secretary, and W. C. Rogers, of Rogers & Sherwood, is treasurer. Others interested in the enterprise are Harmer Smith, J. W. Pratt and H. Bessey. Tests have been going on for a year and the company has now ordered fifty McMillan type setting machines. The plan of the company is to have an establishment where the members can have type set by machines and then do the printing in their present places of business. It is believed that composition can be carried on at a cost of 20 cents per 1,000 ems, as against

a present average cost of 40 cents. It is proposed to employ union men on the machines, each of which is expected to set about four thousand ems per hour." By working eight hours a man with a machine will set 32,000 ems, or do the work of about five men.

A little calculation will show how these McMillan type setting machines save labor.

Suppose a printing office employs 100 men setting 8,000 ems each, or 800,000 ems a day, which at 40 cents 'per 1,000 ems would be \$320.

The firm introduces 22 McMillan machines requiring each a printer to operate it, these 22 machines permit 78 printers to find employment elsewhere. Tabulated, the gain to the corporation will stand as follows:

100 printers setting 8,000 ems a day, 800,000 ems at 40 cents per 1,000 ems	\$320 00
22 machines setting 800,000 ems a day at 20 cents per 1,000 ems	160 00

Net gain per day \$160 00

Or for a year of 313 working days, \$50,080. That is what the type setting machine can do to save printers from work. It looks like an abundance of leisure for the craft in the near future.

THE MAN AND THE BOSS.

In writing of the man and the boss, it will be well to bear in mind that the boss is also a man—often a degenerate creature—who,

"Dress'd in a little brief authority,
Plays such fantastic tricks before high heaven
As make the angels weep."

The mean, overbearing, lordly, intolerant boss is, all things considered, about the most contemptible, pitiful and base-minded creature that breathes. Find him where you will, trace his ancestry, and he will be found a base-born, vulgar and narrow-minded representative of human nature—a sycophant, a lick-spittle and a parasite; and because he has these traits largely developed, is one of the reasons, all too frequently, that he is chosen for a boss. Such degenerate and despicable creatures are a standing rebuke of the Darwinian theory of evolution. If their ancestors were monkeys (we beg the monkey's pardon for the suggestion), instead of unfolding and expanding to manly men, they exhibit the peculiarities of creatures less human than orang-outangs. They are animated by an ambition to become odious; and, destitute of every ennobling trait of head or heart, they pursue a course of repulsive arrogance towards men who, by virtue of their employment, are so unfortunate as to be in some way under their jurisdiction. Caitiffs of the vilest type, they are never so much in their element as when insulting and brow-beating workmen. These creatures are in almost every large industrial establishment in the country, and are all too fre-

quently found in the employ of railroad corporations. They do their employers incalculable harm; their influence is demoralizing; and when their meanness is pointed out to higher officials, it becomes a matter of astonishment that they are retained.

DURING the last twelve months, according to *Bradstreet's*, the following States have enacted laws bearing more or less directly upon the interests of labor, viz.: Massachusetts, New Jersey, New York, Rhode Island, South Carolina, Georgia, Iowa, Idaho, Kentucky, Louisiana, Maryland, Mississippi, Ohio, South Dakota, North Dakota, Virginia, Washington, Wyoming, Illinois, Tennessee, and West Virginia. Ohio makes ten hours a days work for railroad employes, and declares void any agreement by a railway employe, waving damages for injury from accident, defect, or insufficiency of cars or machinery.

THE St. Louis *Globe-Democrat* is the authority for saying that a number of senators cleared \$1,000,000 by the recent silver legislation in congress. They knew what was going to happen. One senator got \$275,000; the remainder was distributed between eleven senators and fifteen representatives, who netted on an average about \$35,000 each. Such is politics.

Literary Notes.

The November *Arena* is brainy without being too heavy. The table of contents displays a variety of attractive subjects prepared by scholarly minds. Probably the most striking paper is on *The Future American Drama*, completed by Mr. Bouicault a few days before his death. It is a scholarly essay, and being the farewell message of the most successful Anglo-Saxon playwright of this century, possesses peculiar interest. A paragraph of Mr. Bouicault's writing penned a few days before his death is reproduced on heavy plate paper, and accompanies the article. The venerable divine, Cyrus A. Bartol, whose strong yet benign face forms the frontispiece of this issue, writes on "Sex in Mind," a striking paper displaying all the mental vigor which, for so many decades, made Dr. Bartol one of the ablest representatives of New England thought. Prof. N. S. Shaler contributes an able philosophical paper on the African element in America. Professor Shaler is by birth and raising a Kentuckian, by education and later residence a New Englander; he therefore views the race problem broadly. Rev. Minot J. Savage in a "Glance at the Good Old Times," gives a striking contrast between the past and the present. There is some pathos and much fine humor in this paper. Nathan Haskell Dole contributes a paper on Turgénief as a poet, giving liberal translations from the great Russian author. A magnificent full-page picture of Turgénief, with his autograph in Russian, accompanies this paper. "A New Basis of Church Life" is the title of a thoughtful essay by Wilbur Larremore. The heavy papers of this issue are enlivened by a charming paper entitled "Fiddling His Way to Fame." It is a sketch of Governor Taylor's life, supposed to be given by the governor in the dialect of his early home—East Tennessee. It is said that Governor Taylor frequently drops into the dialect of his boyhood home. This sketch abounds in pathetic and humorous incidents set forth in a delightful manner. A beautiful poem entitled "Sunset on the Mississippi," by Virginia Frazer Boyle, follows "Fiddling His Way to Fame." One of the most valuable and interesting features of this number is a symposium on "Destitution in Boston."

Edward Hamilton, Rev. Edward Everett Hale, Rabbi Solomon Schindler, Rev. O. P. Gifford, Rev. W. D. P. Bliss, editor of the *Dawn*, contribute to this symposium. The moral force evinced in *The Arena* is very noticeable in these days of characterless publications. Its instincts are decidedly reformative, it is emphatically a disturber of the peace of conservatism. This moral power has undoubtedly contributed largely to the remarkable success of *The Arena*. The departments on "Notes on Living Problems" contain excellent contributions by Frances E. Willard, Gen. Marcus J. Wright, and Rev. Forrest A. March. The usual interesting editorial notes complete this excellent issue. *The Arena* has become a popular review among those who think broadly and are brave enough to hear all sides. Its sterling ability, its conspicuous impartiality, and the fearlessness with which it presents all sides of the burning issues that are agitating society, has won for it a host of earnest readers.

HAND BOOK OF CALCULATIONS FOR ENGINEERS, FIREMEN AND MACHINISTS, BY N. HAWKINS, M. E.

We have received from Messrs. Theodore Audel & Co., of New York City, a copy of their hand book bearing the above title. The book is intended for both reference and instruction in the first principles of the mathematics of steam engineering.

The opening parts teach, first, how to write and read figures, and from this primer like commencement the work proceeds to give the elements of Arithmetic, Mensuration, Geometry, Algebra, etc., all illustrated with examples of calculations relating to the everyday problems of the engineer.

Beginning with Natural or Mechanical Philosophy, in which the primary Powers (?) are mentioned and briefly described; the lever, wheel and axle, the pulley and inclined plane are illustrated with figures, examples and description necessary to be known.

Next follows general subjects. Thermo Dynamics or heat power, i. e., the power which is produced by burning of fuel; Horse Power, with copious rules for its calculating, both of engines and boilers, and of every variety; Pumps, with many practical "points" in their management and calculations, steam, description and figures relating to this main subject; Injectors, Gravity, strength of materials with useful tables; the Steam Boiler; the Safety Valve, with many rules for ascertaining the safety limit of pressure; the Steam Engine, with illustrations and calculations and description of varieties; Engine counters; Illuminating Gas, and how to read the gas meter; table of melting points for solids; Electricity, how to measure and figure it, with many useful points in its management; table of Conductors and Insulators of Electricity; Chimnies' Transmissions of Power by Belting and Pulleys; the Indicator, with illustrations and rules for figuring the diagrams; Business "points" for engineers, and Index combined with useful definitions.

The work is published in ten parts, neatly bound in green paper covers, and also the whole ten parts in cloth, handsomely and strongly bound in stiff covers, making a book for the library 6x9 inches, 1 1/2 inches thick. The price in parts is 25 cents each, in book form, \$2.50. The work contains 336 pages, with 150 diagrams and illustrations. The publishers are Theo. Audel & Co., 91 Liberty street, New York City, N. Y.

Honors for a Chicago Manufactory.

The Matchless Metal Polish Company, No. 88 Market street, Chicago, recently received through the Department of State at Washington the bronze medal and certificate of award for the best metal polish exhibited at the Centennial International Exhibition held at Melbourne in 1888. On the obverse is a likeness of her majesty, Queen Victoria, and on the reverse side is a wreath composed of the British oak and the Australian wattle. The two ends of the wreath are bound together at the stem by a true lovers' knot. In the center is the motto "Artibus Dignis Honor Insignis," and the five stars of the Southern Cross. The distinction was won in competition with metal polishes from France, Germany, England and other countries.—*The Iron Age*, Sept. 11.

The Brotherhood.

Correspondence concerning the Brotherhood is solicited for these columns.

Communications should be written on one side of the paper only, and forwarded so as to reach the Editor not later than the fifteenth day of each month.

Compulsory Insurance.

MR. EDITOR :—In the January issue of *Scribner's Magazine*, 1889, appeared an able article captioned "The Ethics of Controversy," which treated of the proper and improper methods of conducting or participating in a controversy.

I learned by referring to this and an article, if it can be dignified by such a title, on page 822, September *Magazine*, that the writer, over the nom de plume of Dirigo, has flagrantly violated nearly every ethic and rule observed by men of sense and honor in the advancement of a difference of opinion.

He has deliberately ignored the assertions and arguments that I have advanced. He has wilfully distorted the sense and purpose of my letter and inferred false conclusions from the premises I have portrayed.

When I presented my collection of facts and ideas and logically constructed an argument out of them in favor of the abolition of compulsory insurance, I challenged anyone to refute the truth of my statements or the force of my logic. Dirigo has not done either one, in fact he has not attempted to, but under the pretence of doing so he has by slurs and contemptible insinuations attempted to cast odium on myself and a beneficial change; which he has neither facts nor intelligence to controvert.

If he had anything to offer that would nullify my statements, anything to prove or disprove, it is but reasonable to suppose that he would present it. Not doing so he has admittedly confessed that the arguments I have advanced and the statements I have made are sound and true, so he has insinuated and I am now going to show the absurdity of his insinuations. It is plainly evident that he judges other people's motives by the narrow compass of his own. He wishes to carry an insurance policy and, therefore, is violently in favor of insurance and compelling every other member to pay assessments on one in order to reduce the tax on himself. Because I wrote in favor of non compulsory insurance he straightway presumed, and brazenly published his presumption as a fact, that I am homeless and without a single relative and have no need of insurance, when the reverse is true. I have several near relatives who are partially depending upon me for support, and in whose favor I have always carried an insurance policy and always will. No, Brother Dirigo, I have no private axe to grind. I am not writing for the personal benefit of Newcomer, but for justice and the prosperity and growth of the Brotherhood of Locomotive Firemen. Dirigo asserts "This Order was (if I understand the sentiments of those who organized it) primarily a benevolent one and after due time branched out and took up protection." I partially agree with him in this respect, but I also believe that while the ostensible purpose was benevolence, there was the deeper and ulterior purpose in view of proclaiming it a labor organization when it was numerically strong enough to hold its own as such. In fact I believe that it was organized for direct personal benefit to the members and not abstract charity for the multitude. As the basic ground of this belief I will quote the closing clause of the preamble, which reads, "For the protection of their interests and the promotion of their general welfare." Now I will admit that protecting their interests can be construed into meaning the carriage of an insurance policy, which will protect a member's interest or family against his death, but nothing in it can be construed as authorizing or justifying the present knock 'em down and drag 'em out methods of compelling a member to be insured, regardless of

whether he wishes it or not. It provides a means of relief for a member's family against his death, not a means of bulldozing a member into becoming a shareholder in a wild-cat insurance association against his better judgment. And the promotion of his general welfare. What does that denote? There is not in my estimation anything that promotes a member's general welfare more than living wages, and nothing will secure living wages but perfect organization, which we have failed to achieve up to date, and will continue to fail while we allow the payment of an excessive and in some cases prohibitory insurance tax to be the criterion of a member's worth. If mutual insurance is to be continued as the aim and end of the B. of L. F., then why not throw our doors open to wipers, coal shovelers, machinists and miscellaneous railroad workmen? they are just as eager to be insured as we are, and it is an irrefutable fact that the larger the number of persons paying an assessment in a given organization the lower the assessments to each individual member. Then why not muster in all classes of railroad workmen and reduce our assessments accordingly? Why not canvass the engine men on the C. B. & Q.? Doubtless our insurance is cheaper than that which the company in its paternalism is trying to force on its employees, as we read of in the daily papers. On the other hand, if the B. of L. F. is trying to be or wants to be a labor organization, why not adopt legislation that will serve the purpose of a labor organization? Why not admit firemen who are worthy of being members of a labor organization, regardless of whether their finances will permit them to carry an insurance policy or not, and regardless of whether they want to carry one or not? Let us make either an excellent insurance institution out of it that will pay dividends to its stockholders or else a labor organization that will protect its members, in fact as well as in name, and abolish conflicting laws upon which the present double-headed nonentity is based that makes it a mediocrity as both, but would be an unqualified success as one. Before we proceed any farther with this argument, let us examine into the definition of the word benevolence, as defined in the dictionary and as construed and expressed by the Brotherhood of Locomotive Firemen. It is defined in Worcester's dictionary as "disposition to do good, good will, kindness." This, I would infer, is that the members of the B. of L. F. should have a disposition to do good to one another, be kind to one another in sickness or distress. Strictly speaking, I believe a vast majority of our members do feel disposed to do good to one another and railroad men in general. They do feel kindly disposed towards each other, but what protection or substantial sympathy have they provided for a member in distress? Hardly any. We can constitutionally allow a member to starve to death, or die by inches of consumption and there is no provision in our laws to alleviate his suffering in the shape of a bank check, except such charity as the lodge may feel inclined to bestow. And suppose the lodge has no money to bestow? Why then we can constitutionally allow him to starve to death as I have already stated. But after he is dead and his sufferings ended, we are bound by the most solemn ties and under penalty of being expelled forthwith and listed as a traitor to organized labor, to contribute our quota to the sum of \$1,500, to be paid to his brother or sister or any other distant relative or friend his mind had previously conjured up. This is benevolence as interpreted by the B. of L. F. This dead sea fruit, which will crumble to ashes on their lips when placed there, or to transpose the figure of speech, which we will not place there until their lips have crumbled to ashes. This benevolence is what Dirigo would have us believe the B. of L. F. was primarily organized and perpetuated for and everything else is incidental to it. If the principal end and object of the B. of L. F. is to coerce and harass its living members to provide an extravagantly large sum of money to pay to its dead members or their heirs, then I think it is time to shut up shop. If it is to be the supreme ambition of our combined efforts, then let us return our charters and let every man work out his own salvation. But I claim this is not or ought not to be the supreme object of the B. of L. F. I claim that protecting the rights of our members, securing them employment and their reinstatement when

unjustly discharged, is of far more importance to every member and every relative depending on them for support than the payment of a large sum after death. Dirigo further expresses himself as follows:

"I do not see wherein it is necessary to drop any of the good work already done." No Brother Dirigo, not only do I fail to see the necessity but I fail to see or understand how we are going to drop anything already accomplished or done as you have expressed it. I am inclined to believe you have got your tenses sadly mixed, or else you don't know what you are writing about. The next assertion of our Minneapolis friend is interesting as a curiosity. Where he declares "we certainly do not want optional insurance where the assessment ranges from \$5 to \$10 per month, such as the engineers have and pay twice as much benefit for over four times as much premium." The only logical inference I can draw from this assertion is: If we had optional insurance so few brothers would insure that the assessments to those that might insure would be increased to the amount stated above, viz.: 5 to 10 dollars per month. Further down he declared that Newcomer (who advocated non-compulsory insurance) does not in my estimation represent two thirds or even one thousandth part of it, which signifies that Dirigo believes that not one thousandth part of our membership wishes to dispense with their insurance policies. Here we have the spectacle of a man asserting in one paragraph if we had optional insurance such a small percentage of our membership would insure as to increase the individual assessment to \$5 or \$10 a month, while in the next paragraph he estimates the members who do not wish to carry insurance as not even one thousandth part. Now, Brother Dirigo, which one of these conflicting statements do you want us to swallow? Is the former your honest opinion, and the latter merely for effect, or is the former simply to frighten us, and the latter your candid belief? Perhaps you believe neither. Surely you cannot expect the readers of the *Magazine* to believe either of them. I will admit that as a skillful juggler of words Dirigo is an expert, but he was very stupid to commit the same blunder that I corrected in Brother Satisfacere in the August issue, and which correction he was endeavoring to criticize. When, where, and how did I boldly assert that two-thirds of our membership do not now nor never did want any insurance? Dirigo next asserts:

"The insurance and disability features of our Order are founded on a perfect equality to all." Yes, all who want insurance, but I claim that the laws which compel a man to accept insurance without the privilege of an appeal is not founded on a perfect equality to all. It coerces a member into paying \$4 a quarter to sustain something he does not wish at any price. If there is any "perfect equality" in this I would consider it a personal favor, if Dirigo would kindly point it out, as I am utterly unable to locate it. Another excerpt from page 822 is as follows: "For all that is devoid of humanity to the homeless and orphaned in the light of our history as a brotherhood, that which is the most soulless, cold, and unfeeling is found in a letter commencing on page 721 of the present volume." This reminds me of the arguments of those petty officers who are plugging for those kind old Railroad Companies like the Baltimore & Ohio for instance, who insist on all their cold, soulless and unfeeling employees taking out an insurance policy in the Company's institution regardless of whether they want it or not. This is not coercion. Oh no! certainly not. If you don't wish to be insured you can leave the service; if you won't agree to the Company retaining a couple of dollars a month, to pay those men for their trouble in running the private affairs of their employees, yourself included, why, then you can quit. It would be unfair to call this robbery. They don't go out on the highway and make a man stand and deliver; but as a real nice, high-toned confidence game it stands at the head of the class, and now, I would like to interrogate the apostles of compulsory insurance, Dirigo preferred. I presume he is head of the class from the roar of pain he emitted when his corns were stepped on. Why is it paternalism and so repulsive to the employees of a Railroad Company to have the officers force mutual insurance on their employees and then

state why it is the acme of brotherly love for the major portion of these employees (particularly firemen) to force mutual insurance on a minor portion or vice versa? I want him to explain the difference: If there is any difference, it isn't visible to the naked eye; in fact, the only difference I can see is that a man has the privilege of an appeal from a Railroad Company, he can leave the service, and there are hundreds of other roads as good, probably better for him to earn a living on, while there is only one brotherhood for locomotive firemen, and therefore no appeal from the arbitrary dictum of his fellow-workmen or brothers rather. I believe that is the proper title. Dirigo states "I have yet to hear of a single instance, since the Philadelphia Convention where the protective part of our structure was neglected for the benevolent;" then I will call his attention to one—on the 27th of February, 1888, the firemen and some engineers, who were members of the B. of L. F. engaged in the strike on the C., B. & Q. for an increase of pay, and as an outcome of that strike they lost their situations. How did the protective and benevolent laws of our Order operate on the condition of those men, who fighting under the official instructions of the B. of L. F. gave up their engines? The protective laws operated all right as far as they went, but the benevolent laws soon proved to be a veritable Shylock. No matter if a man was fighting for the B. of L. F. No matter if he was out of work a year or two, and perhaps had a family to support, the pound of flesh to satisfy the insatiable insurance policy must be paid, or else be ignominiously kicked out; in some places on the line of the Q. whole Lodges have been expelled. I claim this is neglecting the protective for the benevolent, and in my estimation is a very ungrateful manner of awarding the men who fought the battle for labor on the Q. What insurance company am I working for at present? Why, the Brotherhood of Locomotive Firemen, of course. By reading between the lines it is an easy matter to discover the name of the company Dirigo is working for. It is spelled with a capital I. Dirigo wishes to know the names of the two-thirds of our members which he claims I represent. Brother Satisfacere in the July *Magazine* asserted that if our insurance was optional about one-third would insure, leaving a balance of two-thirds who would not, and classed me with them. I instituted no inquiries into his figures, but accepted them as such and qualified my acceptance of them by stating that I thought his figures were too low; and now if Dirigo wants them verified I would respectfully refer him to their author. Dirigo next inquires: "Can he tell me why it is logical to have \$500 insurance and not \$1,500." No, Brother Dirigo, I can't tell you why; all I can do is to write out my facts and ideas and send them to the editor to be published, which was done on page 722, current volume, and then if you don't, or purposely won't understand them, I can do nothing for you. I will guarantee to clothe my ideas in appropriate language, but I will not guarantee to learn them to you. After you have mentally grasped the proposition in the closing paragraph on page 722, and you feel disposed to attack its practicability, then I will give you a more elaborate definition of its merits.

OCTOBER 1ST, 1890.

Newcomer.

ONEONTA, N. Y., Nov. 11, 1890.

MR. EDITOR:—I would say in reply to R. S., in the November *Magazine*, that I don't see how there could be any doubt as to the meaning of the train order that he received. If the dispatcher gave him an order to run from Paris to Mt. Carmel as train 13 in advance of time, he had the right to go as soon as he received the order, providing there were no scheduled opposing trains due. In other words, he had the same rights as an extra train carrying white flags with an order to run extra to Mt. Carmel. I receive such orders quite often and always proceed on them, but, as I said, keeping clear of all scheduled trains, and if by chance I fall back on the time of my own train, I then have all the rights of the train against opposing trains as laid down in the schedule.

M.

THE MOVING ARMIES.

We are coming in our thousands from the mountains towering high.
Where the eagle eyes of manhood see the glories of the sky:
We are coming from the valleys, where the rivers roll along,
Breast to breast, in solid phalanx, to increase the mighty throng;
From the cities come great armies of the brawny sons of toil,
Men whose brows are scarred and furrowed from a life of steady toil:
We are coming, slow but steady, to life's hopeful Runnymede,
Where the masses from their thralldom shall by master minds be freed.

From the mines ascend the miners to inhale the purer air,
Which the God of nature sends us, each insisting on his share:
From the workshops come the millions with a mighty rush and roar,
From the farms and from the rivers, from the seas and every shore,
Come the men of brain and sinew who discern the coming dawn,
Which presages golden sunlight on our resurrection morn,
When, enfranchised from the bondage which we've borne for countless years,
We shall stand in garb of manhood, spurning supplicating tears.

We have stood for many ages all the slings of cruel fate,
We have cringed with abject features to the worldly rich and great:
We have bent in meek submission till our backs received the load,
And have stood it uncomplaining, as we ever grave-ward strode.
We've been crushed and cruelly trampled underneath the feet of those
Who denied alleviation for our never ceasing woes;
Who have been but beasts of burden, held in bondage by our fears,
Crawling on in cowardly terror to Gethsemanies of tears.

Now, by heaven! a light is breaking on the minds of tolling men,
And emancipation's aided by the gloom-dispelling pen.
This electric age is learning men to think upon their wrongs,
Their great armies are in motion, marching on in mighty throngs.
From the highways, from the byways, forth they march in solid tread,
In battalions and divisions, with their leaders at their head,
To demand the Rights of Labor, and declare their newborn creed,
And insist that from their bondage men must evermore be freed.

All ye croakers, and ye doubters, let your ears but touch the ground,
And you'll hear their foot beats moving, for they make the earth resound,
In communion, in one union, every man his brother's peer,
And before you realize it that grand army will be here!
Here to sing their glad Te Deums, for the victory is sure,
Here to sing the exaltation of the long-enduring poor:
Here to have a resurrection from the thralldom of the slave.
And secure the manumission which most surely waits the brave.

Shandy Maguire.

BLOOMINGTON, ILL., NOV. 12, 1890.

MR. EDITOR:—It has been a long time since anything concerning No. 40 has appeared in the *Magazine*. Now, in case we should be thought asleep or dead, just let me say to any and all that they will find us the most wide-awake and lively corpse they ever saw. Since Bro. Joe Berner caught a strange disease, the complaint has spread to an alarming extent. It has already claimed for its victims Bros. Henry Heid, Nick L., T. D., Jesse W. and John R.; and those who are in various stages of this malady are Bros. Chas. H. and Ed S. With them it is very serious, and competent practitioners say they will reach the climax about Thanksgiving. Then follow Bros. Chas. M., Jas. K., and on down the line. The county clerk has added to his staff of assistants to aid him in writing off prescriptions, and these are filled at a Justice of the Peace's office or at a minister's house. Bro. John R.'s was a case that baffled the best; no one knew of the attack until the turning point was reached and the worst was over. *Mum* had charge of him, and he brought him out all O. K., judging by the happy, contented look on his face.

On the whole, we are dying, slowly but surely, and as a "single" Lodge we will soon cease to be, unless the writer (?) and two or three others can keep it alive. As a "double" Lodge we will still continue to do business at the old stand.

Bro. Chas. Moore is touring out through the west, looking for—well, Charlie can tell himself. If any of the brothers in the west should meet him, see that he don't get lost. Keep your eye on him, and see that he don't prove a victim to Cupid, for the reports of our delegates speak of the charming, bright-eyed women of the west in glowing terms, and as a good place for a SINGLE, UNENCUMBERED man to stay away from. Still, Bro. Moore's heart is in the right place—it is brotherhood all through, and we could spare a little of it to some charming lady. We have had several changes here lately. Bros. Gill, Ryan, Herder, Templeton and Langdon have been promoted—Bro. Gill is running an engine at Joliet, and the other brothers are hosting. Bros. Schaffer, Hayes, Raycraft and Jessett are now firing on passenger runs. Bro. Ed Spreen is at the head of the list of stokers, and after over nine years' service, it is not strange to hear all these brothers say, "How long, O Lord, how long?" We have had several changes in the machinery department. Our round-house foreman, Mr. Ed Schell, goes on the road again; he will run the 138, on way-freight. Mr. John Green, who was foreman at Roodhouse, is changed to Bloomington, and Mr. C. V. Lary, of the machine shop here, takes charge at Roodhouse. There was a rumor going the rounds to the effect that we were to have a traveling engineer on this road, but it seems to have no foundation. The changes on our engines have been the latest improvements, such as the extension front end, air-brake, injectors and lubricator cups.

We had considerable discussion on "Train Order," in November *Magazine*, and we are divided. What time does train 13 leave Danville? "The dispatcher won't run an extra." Well, does not running a train ahead of time make it an extra or a wild train? The order reads from Paris to Mt. Carmel ahead of time, but DOES NOT say to LEAVE Paris ahead of time. Please tell us how your dispatcher would word his order to meet this first section of 13, supposing there was a train bound north of the same class—that is, a freight train. (Some roads have way freights as one class, through freights another.) If the order read, "Will run as first section of train 13, and will run ahead of time to Mt. Carmel," I would go, as soon as I received the order, as far as possible without getting on the time of regular trains. No matter about the direction I was going, for I am then a wild train. But if it read "from," I would wait until my time was up or the time the train was due. Still, even if you don't lose your rights until after twelve hours, it would be reasonable to suppose that if you did not meet train 13 of the day previous, you had a clearance for them; otherwise it would be risky to try and do any work or switching at out-of-the-way places, on curves or in hollows, without flags being sent in both directions, and this would leave one man to throw switches, cut off cars, make couplings, and so on, and you would be very apt to get a mes-

sage asking you what was the matter, at the first place you came to where there was an operator. The majority here say, "Wait until 9 o'clock."
Yours fraternally.

No. 40.

Martin J. Conniff.

LOUISVILLE, KY., October 1, 1890.

Editor Firemen's Magazine:

Bro. Martin J. Conniff was fatally injured by falling from his engine's head light and running a flag-staff through his body.

Bro. Martin had served a term in the yard and was liked by all who knew him. When his time came to go on the road all the boys said "I'm glad to see Martin get out of the yard." He made a good fireman, and when the sad news came of his fatal accident, it was received with the deepest sorrow. He suffered great agony but his death was peaceful, and he was prepared for the dread summons. He was a good son, and devotedly attached to his sister, who knew his love, and his parents, brother and sister experience intense sorrow, for which they have the sympathy of all who knew their affectionate son and brother. His sudden departure should remind us all that life is uncertain and that we should be prepared to go at a moment's warning.

A friend,

J. E. G.

ALL THE SAME.*To the Delegates of the San Francisco Convention.*

Beyond the Rocky's western slope
And Sacramento's fertile vale,
Where the Pacific—peaceful scope—
Is set with many a snow white sail;
Where evening sunbeams hold the spires,
Of San Francisco, and await
Reluctant, as the day expires,
The last to leave the Golden Gate—
'Twas there that I was asked to be
To meet with friends I can not name,
Though that great joy was not for me,
My heart was with you all the same.

I tried to picture, as I could,
Upon the mind's mysterious webs,
With all that thronging Brotherhood
Our Sargent, Hannahan and Debs;
For these were all the names I knew
In that assembly gathered there,
Save one from "Fifty-Six"—so few
Among so many! Yet to share
The merry greetings of that throng!
What though I knew not every name?
For I have loved your cause so long,
My heart was with you all the same.

And when of late I chance to meet
The boys of Number Fifty-Six,
And note the warmth with which they greet
One another as they gayly mix
Their voices in a glad "Hello!"
"Good morning, Lon!" "How are you, Brick?"
"Tom, how's your frame?" and "How'd'y, Joe?"
Somehow it almost makes me sick
To think that I could not be there
And share your greetings; what a shame!
Yet my regret I'll try and bear—
My heart was with you all the same.

And now to all, from sea to sea,
From north to south, God speed to you!
Ambassador of Labor, be
Devoted to your cause, and true
To that high honor which inspires
The heart to earnest, kindly deeds;
And as before your gleaming fires
You bend, providing for the needs
Of loved ones, may you ever feel
That, though I may not know the name
As speeding o'er your path of steel,
My heart is with you all the same.

Geo. W. Hall.

STANBERRY, MO., Nov., 1890.

BEAUMONT, TEX., Nov. 12, 1890.

MR. EDITOR:—In answer to the questions propounded by R. S., in the November *Magazine*, in reference to a train order, I take the liberty to express my views as follows: If my orders read that first section of train 13 would leave and run ahead of time from Paris to Mt. Carmel, I would have perfect right in leaving as soon as my orders were completed; but if they read first section of train 13 would run ahead of time from Paris to Mt. Carmel, I would not leave Paris until the schedule leaving time, which would be nine o'clock.

We do not use that code of rules on this system. A schedule train can leave a terminal point and, if the dispatcher so desires, he can annul the train at any telegraph office and run it as an extra.

Thus, train No. 21 has arrived at Welch's, and is annulled between Welch's and Lafayette. Of course, he then would give them orders to run as an extra, thereby aiding the train to make better time.

I will now ask a question regarding a train order: Odd-numbered trains run east, even numbers west; east bound trains have right of track over west bound trains of the same or inferior class.

No. 21 and No. 22 are second class trains. No. 23 and No. 24 are third class. On November 1st No. 23 has a positive meeting order with No. 22 at Fern, a blind siding. At 12:01 A. M., November 2d, a new time card goes into effect and No. 22 is stricken off the new card. No. 23 has not arrived at Fern on the old card, but falls back on its time on the new one. What would you do when you arrived at Fern and No. 22 had not arrived? Yours fraternally, Dan.

Horse and Buggy to Hannahan.

A Chicago paper contains a notice of a visit inflicted upon Brother and Mrs. J. J. Hannahan, at their residence, by a party of gentlemen, friends and admirers of our Vice Grand Master, the purpose of which was to present Bro. and Mrs. Hannahan with a horse and buggy valued at \$500. We chronicle the incident with more than ordinary pleasure and congratulate Brother Hannahan upon his good fortune, not so much because he has a \$500 horse and buggy, as upon the fact that he has around him at his home a small army of large hearted and appreciative friends. In presenting the "rig" the speaker said that "A certain king of England, according to Shakespeare, on one occasion offered his kingdom for a horse. It was certain he had not lived in Chicago, or been a prominent member of the Firemen's Brotherhood, or the desired nag would have been supplied in short order." He assured Mr. and Mrs. Hannahan that they would never experience half as much pleasure from the use of the horse that their friends did in presenting it to them. In response to this Brother Hannahan, on behalf of himself and wife, assured his friends that while he could not properly express his thanks for their valuable present, still he valued their friendship more than a street car barn full of horses. He was gratified that the gift came not exclusively from railroad men, but from the citizens of his home, Chicago. In conclusion he assured them that while he might not be able to use the horse and buggy much, Mrs. Hannahan would enjoy it, and gave a standing invitation to all to consider his house their own at all times. Surely Brother Hannahan has a right to feel proud of such tokens of good will on the part of his neighbors, and his brothers of the Firemen's Brotherhood will esteem his good fortune in no small degree a compliment to themselves. We fancy we see Brother Hannahan dashing along the boulevard and soliloquizing—

"We, what's rich, can ride in chaises,
And them what's poor can walk, be jases—"

GRAND LODGE.

These columns are reserved as the official department of the Grand Lodge.

All Official Documents, including notices of dues and assessments and other notices, reports and statements will be published in this department.

Officers and Members of Subordinate Lodges are requested to note carefully each month the contents of this department.

DECEMBER, 1890.



Assessment Notice for December.

OFFICE OF GRAND LODGE B. OF L. F.,
TERRE HAUTE, IND., December 1, 1890. }

ASSESSMENT No. 16, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death of the following members entitled to all the benefits of the Order, viz:

CLAIM No. 328. Henry C. Belt, of Midland Lodge, No. 147, was killed in a Railroad Accident, Aug. 20, 1890.

CLAIM No. 329. Jos. Cook, of Salt Lake Lodge, No. 178, died of Hepatic Abscess, Sept. 2, 1890.

CLAIM No. 330. Frank M. Kuhl, of Silver Mountain Lodge, No. 327, was killed by Railroad Accident, Sept. 4, 1890.

CLAIM No. 331. Harry Brown, of Silver Mountain Lodge, No. 327, was killed by Railroad Accident, Sept. 11, 1890.

CLAIM No. 332. Jacob Hatter, of J. K. Gilbreath Lodge, No. 264, was killed by Railroad Accident, Sept. 14, 1890.

CLAIM No. 333. Jos. H. Burk, of Banner Lodge, No. 56, was killed by Railroad Accident, Sept. 21, 1890.

CLAIM No. 334. Wm. H. Moore, of Saginaw Valley Lodge, No. 286, was killed by being Struck by Railway Struck on Head with a Coal Pick, Sept. 25, 1890.

CLAIM No. 335. Cyrus Carmer, of Black Hills Lodge, No. 86, was killed by Railroad Accident, Oct. 11, 1890.

CLAIM No. 336. Wm. E. Storey, of Georgia Lodge, No. 245, died of Consumption, Oct. 15, 1890.

CLAIM No. 337. J. G. Burkhart, of Weaver Lodge, No. 379, was killed by Railroad Accident by Bridge, October 16, 1890.

CLAIM No. 338. Jno. Wright, of Livingston Lodge, No. 389, was killed by Railroad Accident, Oct. 21, 1890.

CLAIM No. 339. Charles W. Barchus, of Holbrook Lodge, No. 378, was killed by Railroad Accident, Oct. 21, 1890.

CLAIM No. 340. Jules J. Cuny, of Pine Ridge Lodge, No. 17, died from scalds received by the bursting of a flue, Oct. 23, 1890.

CLAIM No. 341. Frank M. Dudley, of Wm. Hugo Lodge, No. 166, died of Typhoid Fever, Nov. 5, 1890.

An assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims, and you are required to forward said amount for each member whose name appears on the rolls December 1, 1890, as provided in Section 52 of the Constitution said remittance to reach the Grand Lodge not later than December 20th, 1890. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 51 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. and T.

Acknowledgments.

LOUISVILLE, KY., October 20, 1890.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

I desire to acknowledge the receipt of a draft for \$1,500 from Bro. I. E. Garrett, assisted by Brothers McGuire, Kettler and Cook, of Falls City Lodge, No. 103, the full amount of insurance on the policy which I held in your Order. I take this opportunity to express my heartfelt gratitude to the Brotherhood of Locomotive Firemen for the substantial aid they rendered me during the long weary months of pain and suffering that it was my misfortune to endure, and also the kindness, courtesy and sympathy they invariably bestowed upon me at all times and under all circumstances.

I feel that words are too weak to express my thanks to the Brotherhood of Locomotive Firemen. May Heaven's choicest blessing rest on every member is the wish of myself and wife.

One word to all members of the Brotherhood: take my advice and keep your dues paid up promptly, for you do not know what minute or how soon misfortune may overtake you. I sincerely wish that prosperity may always attend the Brotherhood and that it shall forever continue in its noble mission of charity and peace. Hoping I may always be able to remain a worthy member of the Brotherhood of Locomotive Firemen, I am

Yours fraternally,

B. F. Barth.

HANCOCK, MINN., October 21, 1890.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire to express my sincere thanks to the Brotherhood of Locomotive Firemen for the prompt payment of \$1,500 due me on the policy of my dear son, Fred M. Stebbins, through Mr. P. Anderson, Receiver. I also desire to express my sincere thanks for the beautiful flowers presented by Cooke Lodge, No. 358, and also to those who accompanied the remains and who so kindly assisted at the funeral. May God ever bless and protect your noble Brotherhood is the sincere wish of

Mrs. Elizabeth Stebbins.

SPRINGFIELD, UTAH, November 1, 1890.

To the Officers and Members of Salt Lake Lodge, No. 178, B. of L. F.:

Permit me to render you my heartfelt thanks and that of my family and the numerous friends of my deceased son, Joseph Cook, for your assistance during his prolonged sickness and suffering. Your acts of kindness during said illness will be cherished in our memories while the sands of life continue in the hour-glass of time, or while one ray of hope connects this earthly tenement with its fleeting existence will me and mine remember you. Trusting that when your hour to depart shall come some gentle hand may soothe your suffering as yours did his

From his father,

Joseph W. Cook.

Beneficiary Statement.

RECEIPTS.

OFFICE OF GRAND SECRETARY AND TREASURER, }
 THREE HAUTE, IND., November 1, 1890.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund for the month of October, 1890:

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	73	145	217	289	361				
2	74	146	218	290	362				
3	75	147	219	291	363				
4	76	148	220	292	364				
5	77	149	221	293	365				
6	78	150	222	294	366				
7	79	151	223	295	367				
8	80	152	224	296	368				
9	81	153	225	297	369				
10	82	154	226	298	370				
11	83	155	227	299	371				
12	84	156	228	300	372				
13	85	157	229	301	373				
14	86	158	230	302	374				
15	87	159	231	303	375				
16	88	160	232	304	376				
17	89	161	233	305	377				
18	90	162	234	306	378				
19	91	163	235	307	379				
20	92	164	236	308	380				
21	93	165	237	309	381				
22	94	166	238	310	382				
23	95	167	239	311	383				
24	96	168	240	312	384				
25	97	169	241	313	385				
26	98	170	242	314	386				
27	99	171	243	315	387				
28	100	172	244	316	388				
29	101	173	245	317	389				
30	102	174	246	318	390				
31	103	175	247	319	391				
32	104	176	248	320	392				
33	105	177	249	321	393				
34	106	178	250	322	394				
35	107	179	251	323	395				
36	108	180	252	324	396				
37	109	181	253	325	397				
38	110	182	254	326	398				
39	111	183	255	327	399				
40	112	184	256	328	400				
41	113	185	257	329	401				
42	114	186	258	330	402				
43	115	187	259	331	403				
44	116	188	260	332	404				
45	117	189	261	333	405				
46	118	190	262	334	406				
47	119	191	263	335	407				
48	120	192	264	336	408				
49	121	193	265	337	409				
50	122	194	266	338	410				
51	123	195	267	339	411				
52	124	196	268	340	412				
53	125	197	269	341	413				
54	126	198	270	342	414				
55	127	199	271	343	415				
56	128	200	272	344	416				
57	129	201	273	345	417				
58	130	202	274	346	418				
59	131	203	275	347	419				
60	132	204	276	348	420				
61	133	205	277	349	421				
62	134	206	278	350	422				
63	135	207	279	351	423				
64	136	208	280	352	424				
65	137	209	281	353	425				
66	138	210	282	354	426				
67	139	211	283	355	427				
68	140	212	284	356	428				
69	141	213	285	357	429				
70	142	214	286	358	430				
71	143	215	287	359	431				
72	144	216	288	360	432				

Balance on hand October 1, 1890 \$69,096 75
 Received during month 6,020 00

Total \$75,116 75

DISBURSEMENTS.

By donations made by Second Biennial Convention as follows:

Henry Bush	\$1,500 00
John Colwell	1,000 00
C. W. Barton	1,500 00
A. L. Ehlig	1,000 00
Jos. Burke	1,500 00
Christian Faust	750 00
Lewis F. Atwood	750 00
B. F. Barth	1,500 00
Horace L. Keller	1,500 00
John H. Klepe	1,500 00
W. T. Lyons	1,500 00
David Lake	750 00
Mike O'Brien	1,500 00
Frank Picard	1,500 00
August Treckwinkle	750 00
James A. Northway	1,500 00
E. C. Sherwell	1,500 00
George M. Spragner	500 00
George W. Wells	1,500 00
B. F. Wertz	1,000 00
Adam Zimmer	750 00
Alex. Bandel	1,000 00
Matthew Howard	1,000 00
Michael Sullivan	1,500 00
J. Hildebrand	1,500 00
J. F. Richardson	1,500 00
George Kunz	1,500 00
B. F. Leninger	1,500 00
P. J. Burke	750 00
James L. Maner	500 00
Amada Payne	1,500 00
Mary J. Ruffin	1,500 00
Kate Poole	1,500 00
Anna Craft	1,500 00
George Finnegan	1,500 00
Eliza Mack	750 00
Fred Perry	750 00
M. Myers	1,500 00

Total \$46,500 00

Balance on hand Nov. 1, 1890 \$28,616 75

Respectfully submitted,

EUGENE V. DESS, G. S. & T.

Limited Withdrawal Cards.

Repeated complaints are being received from members who are unable to secure limited withdrawal cards to enable them to deposit the same in the Lodge nearest where they are located, as the law requires them to do. In all such cases there is a serious neglect of duty somewhere which is liable to have serious consequences. We have called attention to this matter repeatedly and if in the future such inexcusable neglect is persisted in on the part of certain Subordinate Lodges, the suspension of a charter or two may have a wholesome effect in inspiring a proper regard for and compliance with the plainly written laws of the Order.

Addresses Wanted.

WM. McCOLL—Is believed to have departed from Memphis, Tenn., about January, 1890, and has not been heard from since. His relatives are anxious concerning him and anyone knowing anything concerning his whereabouts will confer a favor by communicating with David L. Marrs, Collector of Rocky Mountain Lodge, No. 77, whose address is 425 Beecher Ave., Denver, Col.

JOHN SPELLMAN—A member of Bluff City Lodge, No. 55, who left Memphis for the West about six months ago. When last heard from he was in Texas, and if this reaches his eye he is advised to correspond with his Lodge without further delay.

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MEXICAN MUSTANG Liniment.

IT IS for MAN and BEAST.

Penetrates Muscle,
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to the very Bone itself.

THIS NO SUBSTITUTE WILL DO!

READ WHAT IT HAS DONE!

Office of the City Auditor,
Richmond, Va., Nov. 15th, 1884.
Messrs. LYON & CO., New York.

Gentlemen: On Saturday last, November 8th, my son, a youth or seventeen years, was badly burned on the hands and face by an explosion of powder while assisting in firing a salute in honor of the election of Cleveland and Hendricks.

I at once commenced the use of your MEXICAN MUSTANG LINIMENT, and to-day, Saturday, November 15th, he is almost entirely well. His hands and face were nearly roasted. I have used about 10 bottles, 25-cent size, and it has completely healed the burns without leaving a scar. I have no doubt you have any number of testimonials as to the efficacy of your Liniment, but I cannot refrain from adding my testimonial with my heartfelt thanks for the great benefit my son has derived from its use.

I trust you will continue its manufacture, that all suffering humanity may be benefited. It is worth its weight many, many times in gold.

I may add that no doctor was called in or consulted at any time since the accident.

The MEXICAN MUSTANG LINIMENT did the work entirely.

Respectfully yours,
W. J. GENTRY, Secretary,
Richmond City Gas Works.

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Mustang Liniment discounts all "lay-offs" from LUMBAGO or PNEUMONIA, if applied in time and WELL RUBBED IN! The FIREMEN who "handle the scoops," "shine the brasses," "clean the jackets" and "oil the bearings;" the ENGINEERS who hold on to the "Throttles;" the BRAKENEN, whose lives and limbs are in constant danger for want of more and better "automatic car couplers;" the TRAINMEN, climbing over "Icy Freight Cars;"—in truth, the CONDUCTORS, SWITCHMEN, YARDMEN, SECTIONMEN, FREIGHTHANDLERS, BAGGAGEMASTERS and all Railroad men need

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Apply it VIGOROUSLY! It will achieve the Climax of results! 'Tis the Acme of Reliable Remedies! It is not a new, untried article. For nearly half a century it has been sold all over the civilized, progressive world, and has cured millions of both MAN and BEAST!

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To FIREMEN and all R. R. men we say: Let the "head-light" of intelligence burn in your brains, devotion to duty warm your hearts, and the glow of MUSTANG LINIMENT run up and down your Spinal Column, and you'll be all O K for work. If promotion is to be had, you'll "get thar" sure! Whether you win your way on a six, eight or "ten wheeler" makes no difference.

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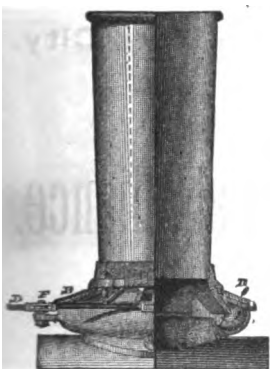
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Mr. O. W. Stager, Assistant Supt. P. & R. R. Co.
Mr. L. B. Paxson, Supt. Motive Power P. & R. R. Co.
Mr. George Eltz, formerly Dispatcher P. & R. R. Co.
Mr. J. F. Witman, Ticket Agent P. & R. Co.
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Adams Express Co. United States Express Co.
Bradstreets. R. G. Dun & Co.

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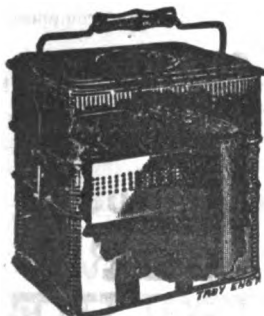
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TWO HEROES, speeding toward their homes where Wife and Little Ones await them, MEET THEIR DEATH while at the POST OF DUTY.

On Friday evening, October 3, 1890, a freight train, rushing down a heavy grade at full speed to the entrance of a tunnel, plunged into a land-slide which had completely blocked the entrance, burying the engine and piling up the cars in a heap of ruins. To add to the horror the wreck took fire. The Engineer and his Fireman were covered in the debris. The Fireman, GEORGE KNUCKLES, was caught by the arm, and was not released until about daylight the next morning, while ENGINEER McCoy was literally buried beneath the pile of wreckage. With his head terribly crushed and his body almost cooked by steam and water, he finally succeeded, after more than an hour, in crawling out more dead than alive.

Both men were insured in the **RAILWAY OFFICIALS' AND CONDUCTORS' ACCIDENT ASSOCIATION**, and the history of their case is interesting.

ENGINEER JAMES B. MCCOY, Of Atlanta, Georgia,

was insured in the Railway Officials' and Conductors' Accident Association for \$1,000 at death and \$5 weekly indemnity. He was in a wreck on August 12th, being badly scalded and bruised. On August 18th, the Association sent him, while laid up, his first week's indemnity, and on October the 3d, the morning of his death, had sent him the balance of his indemnity for seven weeks. His first run after his recovery was that in which he was killed, on October 3d. He lingered in awful suffering until three o'clock Saturday morning, when his brave soul went out from his poor, maimed body. At nine o'clock that morning the Association in Indianapolis learned of his death, by telegraph. Before ten o'clock they telegraphed to his widow \$250 Funeral Benefit, and it reached her four hours and a half before the remains of her husband were brought home. Saturday afternoon's mail carried the balance of his death indemnity, which was paid over to Mrs. McCoy, and her receipt in full obtained on October 8th, just five days after his death. The following acknowledgment was received October 10th:

ATLANTA, GA., October 8th, 1890.

W. K. BELLIS, Secretary Railway Officials' and Conductors' Accident Association, Indianapolis, Ind.:

DEAR SIR—

I have this day received from J. D. Collins, your

agent, the sum of \$1,000, being the full amount due me on policy held by my late husband, J. B. McCoy, who was killed at Little Tunnel, E. T., V. & G. R. R., October 4th, by running into a land-slide. I wish to extend my heart-felt thanks to the noble Accident Association. The \$250 funeral benefit was paid to me in six hours after my husband's death occurred. The full amount of \$1,000 was settled in five days after date of death. I remain, truly yours,

MRS. MELISSIE MCCOY.

FIREMAN GEORGE KNUCKLES, Of Atlanta, Georgia,

had his arm badly crushed and burned, but the Association did not learn of his being in the wreck until Monday evening, October 6th. He was insured for \$2,000 death and \$10 weekly benefit. On Tuesday the Association sent him his first weekly indemnity. On Thursday they were notified that his arm had been amputated on the night of October 6th, at the hospital in Dalton. The same day, October 9th, they telegraphed to him the sum of \$250, and sent by mail the balance, \$750, due him as Half Benefit for loss of one limb. On Saturday morning, the 11th, they were notified that he had died from his injuries on the night of Tuesday, October 7th, and the same day (October 11th) sent to their agent in Atlanta the remaining \$1,000, having settled the full claim of \$2,000 in five days from the first information received of his injury, and within four days of his death.

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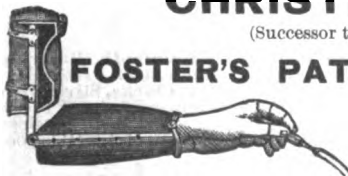
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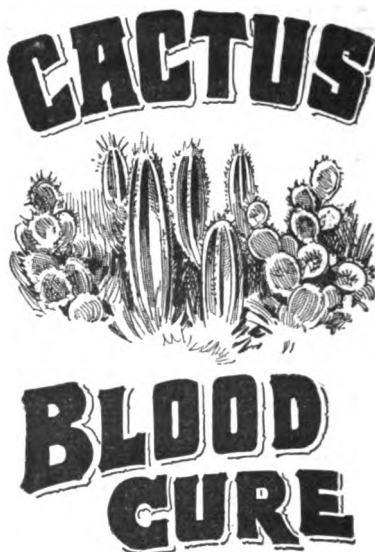
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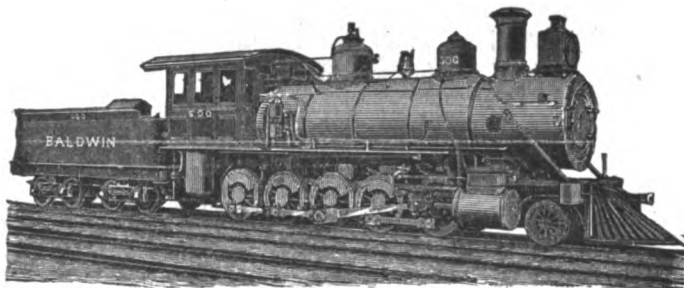
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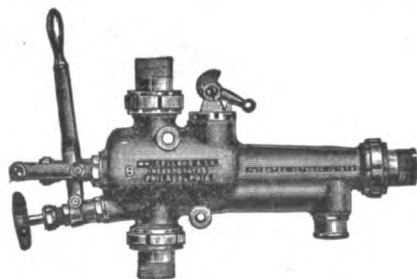
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May.

Official Organ of the Brotherhood of
Locomotive Firemen.

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